ENGINEER MANUAL

EM 1110-3-138
April 1984

ENGINEERING AND DESIGN

Pavement Criteria for Seasonal Frost Conditions

Mobilization Construction

DEPARTMENT OF THE ARMY
CORPS OF ENGINEERS
OFFICE OF THE CHIEF OF ENGINEERS

DEPARTMENT OF THE ARMY
U.S. Army Corps of Engineers
Washington, D.C. 20314

EM 1110-3-138

DAEN-ECE-G

Engineer Manual
No. 1110-3-138

9 April 1984

Engineering and Design
PAVEMENT CRITERIA FOR SEASONAL FROST CONDITIONS
Mobilization Construction

1. Purpose. This manual provides guidance for the design and construction of pavements placed on subgrade or base course materials subject to seasonal frost action. The criteria are applicable to Army airfields and heliports and to roads for U.S. Army mobilization facilities.

2. Applicability. This manual is applicable to all field operating activities having mobilization construction responsibilities.

3. Discussion. Criteria and standards presented herein apply to construction considered crucial to a mobilization effort. These requirements may be altered when necessary to satisfy special conditions on the basis of good engineering practice consistent with the nature of the construction. Design and construction of mobilization facilities must be completed within 180 days from the date notice to proceed is given with the projected life expectancy of five years. Hence, rapid construction of a facility should be reflected in its design. Time-consuming methods and procedures, normally preferred over quicker methods for better quality, should be de-emphasized. Lesser grade materials should be substituted for higher grade materials when the lesser grade materials would provide satisfactory service and when use of higher grade materials would extend construction time. Work items not immediately necessary for the adequate functioning of the facility should be deferred until such time as they can be completed without delaying the mobilization effort.

FOR THE COMMANDER:

PAUL F. KAVANAUGH
Colonel, Corps of Engineers
Chief of Staff

DEPARTMENT OF THE ARMY
US Army Corps of Engineers
Washington, D. C. 20314

EM 1110-3-138

Engineer Manual
No. 1110-3-138

9 April 1984

Engineering and Design
PAVEMENT DESIGN FOR SEASONAL FROST CONDITIONS
Mobilization Construction

LIST OF FIGURES

LIST OF TABLES

CHAPTER 1

GENERAL

1-1. Purpose and scope. This manual presents criteria and procedures for the design and construction of pavements placed on subgrade or base course materials subject to seasonal frost action. The criteria are applicable to Army airfields and heliports and to roads for mobilization construction. The most prevalent modes of distress in pavements and their causes are listed in table 1-1. The principal modes unique to frost areas, with which this manual is concerned, are the non-traffic-associated distress modes of distortion caused by frost heave and reconsolidation, and of cracking caused by low temperatures, and the traffic-load-associated distress modes of cracking and distortion as affected by the extreme seasonal changes in supporting capacity of subgrades and bases that may take place in frost areas.

1-2. Definitions. The following frost terms are used in this manual.

a. Frost, soil, and pavement terms.

(1) Base or subbase course. All granular unbound, or chemical- or bituminous-stabilized material between the pavement surfacing layer and the untreated, or chemical- or bituminous-stabilized subgrade.

(2) Bound base. A chemical- or bituminous-stabilized soil used in the base and subbase course, consisting of a mixture of mineral aggregates and/or soil with one or more commercial stabilizing additives. Bound base is characterized by a significant increase in compressive strength of the stabilized soil compared with the untreated soil. In frost areas, bound base usually is placed directly beneath the pavement surfacing layer where its high strength and low deformability make possible a reduction in the required thickness of the pavement surfacing layer or the total thickness of pavement and base, or both. If the stabilizing additive is portland cement, lime or lime-cement-fly ash (LCF), the term bound base is applicable in this manual only if the mixture meets the requirements for cement-stabilized, lime-stabilized, or LCF-stabilized soil set forth in EM 1110-3-137 and in this manual.

(3) Boulder heave. The progressive upward migration of a large stone present within the frost zone in a frost-susceptible subgrade or base course. This is caused by adhesion of the stone to the frozen soil surrounding it while the frozen soil is undergoing frost heave; the stone will be kept from an equal, subsequent subsidence by soil that will have tumbled into the cavity formed beneath the stone. Boulders heaved toward the surface cause extreme pavement roughness and may eventually break through the surface, necessitating repair or reconstruction.

Table 1-1. Modes of distress in pavements.

Distress mode	General cause	Specific causative factor
Cracking	Traffic-load-associated	Repeated loading (fatigue) Slippage (resulting from braking stresses)
	Non-traffic-associated	Thermal changes Moisture changes Shrinkage of underlying materials (reflection cracking, which may also be accelerated by traffic loading)
Distortion (may also lead to cracking)	Traffic-load-associated	Rutting, or pumping and faulting (from repetitive loading) Plastic flow or creep (from single or comparatively few excessive loads)
	Non-traffic-associated	Differential heave Swelling of expansive clays in subgrade Frost action in subgrades or bases Differential settlement Permanent, from long-term consolidation in subgrade Transient, from reconsolidation after heave (may be accelerated by traffic) Curling of rigid slabs, from moisture and temperature differentials
Disintegration	May be advanced stage of cracking mode of distress or may result from detrimental effects of certain materials contained within the layered system or from abrasion by traffic. May also be triggered by freeze-thaw effects.	

U.S. Army Corps of Engineers

(4) Cumulative damage. The process by which each application of traffic load, or each cycle of climatic change, produces a certain irreversible damage to the pavement. When this is added to previous damage, the pavement deteriorates continuously under successive load applications or climatic cycles.

(5) Frost action. A general term for freezing and thawing of moisture in materials and the resultant effects on these materials and on structures of which they are a part, or with which they are in contact.

(6) Frost boil. The breaking of a small section of a highway or airfield pavement under traffic with ejection of soft, semi-liquid subgrade soil. This is caused by the melting of the segregated ice formed by frost action. This type of failure is limited to pavements with extreme deficiencies of total thickness of pavement and base over frost-susceptible subgrades, or pavements having a highly frost-susceptible base course.

(7) Frost heave. The raising of a surface due to formation of ice in the underlying soil.

(8) Frost-melting period. An interval of the year when the ice in base, subbase, or subgrade materials is returning to a liquid state. It ends when all the ice in the ground has melted or when freezing is resumed. In some cases, there may be only one frost-melting period, beginning during the general rise of air temperatures in the spring, but one or more significant frost-melting intervals often occur during a winter season.

(9) Frost-susceptible soil. Soil in which significant detrimental ice segregation will occur when the requisite moisture and freezing conditions are present.

(10) Granular unbound base course. Base course containing no agents that impart higher cohesion by cementing action. Mixtures of granular soil with portland cement, lime, or fly ash, in which the chemical agents have merely altered certain properties of the soil such as plasticity and gradation without imparting significant strength increase, also are classified as granular unbound base. However, these must meet the requirements for cement-modified, lime-modified, or LCF-modified soil set forth in EM 1110-3-137 and in this manual.

(11) Ice segregation. The growth of ice as distinct lenses, layers, veins, and masses in soils, commonly but not always oriented normal to the direction of heat loss.

(12) Non-frost-susceptible materials. Cohesion less materials such as crushed rock, gravel, sand, slag, and cinders that do not experience significant detrimental ice segregation under normal

freezing conditions. Non-frost-susceptible materials also include cemented or otherwise stabilized materials that do not evidence detrimental ice segregation, loss of strength upon thawing, or freeze-thaw degradation.

(13) Pavement pumping. The ejection of water and soil through joints, cracks, and along edges of pavements caused by downward movements of sections of the pavement. This is actuated by the passage of heavy axle loads over the pavement after free water has accumulated beneath it.

(14) Period of weakening. An interval of the year that starts at the beginning of a frost-melting period and ends when the subgrade strength has returned to normal summer values, or when the subgrade has again become frozen.

b. Temperature terms.

(1) Average daily temperature. The average of the maximum and minimum temperatures for 1 day, or the average of several temperature readings taken at equal time intervals, generally hourly, during 1 day.

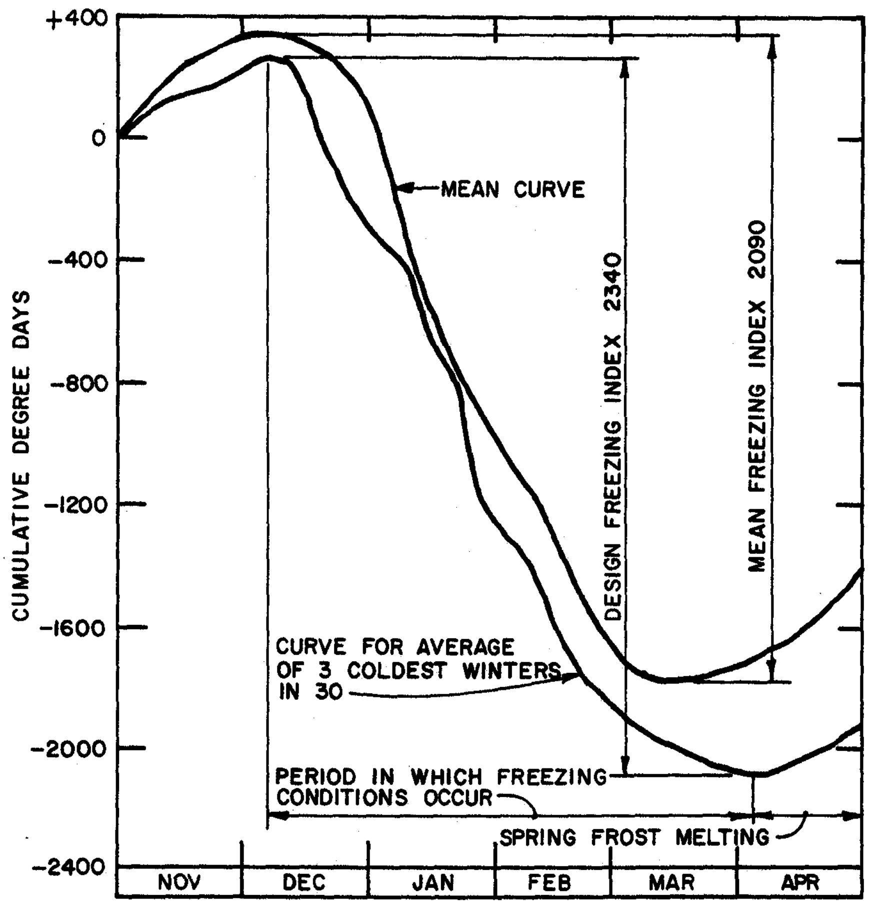
(2) Mean daily temperature. The mean of the average daily temperatures for a given day in each of several years.

(3) Degree-days. The Fahrenheit degree-days for any one day equal the difference between the average daily air temperature and 32 degrees F. The degree-days are minus when the average daily temperature is below 32 degrees F. (freezing degree-days) and plus when above (thawing degree-days). Figure 1-1 shows curves obtained by plotting cumulative degree-days against time.

(4) Freezing index. The number of degree-days between the highest and lowest points on a curve of cumulative degree-days versus time for one freezing season. It is used as a measure of the combined duration and magnitude of below-freezing temperatures occurring during any given freezing season. The index determined for air temperature approximately 4.5 feet above the ground is commonly designated as the air freezing index, while that determined for temperatures immediately below a surface is known as the surface freezing index.

(5) Design freezing index. The average air freezing index of the three coldest winters in the latest 30 years of record. If 30 years of record are not available, the air freezing index for the coldest winter in the latest 10-year period may be used.

(6) Mean freezing index. The freezing index determined on the basis of mean temperatures. The period of record over which temperatures are averaged is usually a minimum of 10 years, and



U.S. Army Corps of Engineers

FIGURE 1-1. DETERMINATION OF THE FREEZING INDEX preferably 30, and should be the latest available. The mean freezing index is illustrated in figure 1-1.

CHAPTER 2

FROST EFFECTS

2-1. Need for considering effects of frost in pavement design. The detrimental effects of frost action in subsurface materials are manifested by nonuniform heave of pavements during the winter and by loss of strength of affected soils during the ensuing thaw period. This is accompanied by a corresponding increase in damage accumulation and a more rapid rate of pavement deterioration during the period of weakening. Other related detrimental effects of frost and low temperatures are: possible loss of compaction, development of permanent roughness, restriction of drainage by the frozen strata, and cracking and deterioration of the pavement surface. Hazardous operating conditions, excessive maintenance, or pavement destruction may result. Except in cases where other criteria are specifically established, pavements should be designed so that there will be no interruption of traffic at any time due to differential heave or to reduction in load-supporting capacity. Pavements should also be designed so that the rate of deterioration during critical periods of thaw weakening, and during cold periods causing low-temperature cracking, will not be so high that the useful life of the pavements will be less than 5 years.

2-2. Conditions necessary for ice segregation. Three basic conditions of soil, temperature, and water must be present simultaneously for significant ice segregation to occur in subsurface materials.

a. Soil. The soil must be frost-susceptible, which usually implies that under natural climatic conditions the soil moisture becomes segregated into localized zones of high ice content. To some degree, all soils that have a portion of their particles smaller than about 0.05 millimeters are frost-susceptible. Temperature, moisture availability, surcharge pressure, and density act as additional influences that modify the basic frost-susceptibility of such soils.

b. Temperature. Freezing temperatures must penetrate the soil because the phase change from water to ice is largely responsible for drawing additional water from the surrounding soil toward the growing ice mass. The amount of water stored as segregated ice is usually observed to vary inversely with the rate of advance of the freezing isotherm.

c. Water. A source of water must be available to the zone of freezing. Usually the source will be an underlying ground water table, an aquifer or infiltration through overlying layers. If the supply of water to the freezing zone is restricted by distance from the external water sources or by low soil permeability, water will be drawn from the voids of the soil adjacent to the growing ice crystal or from soil below the freezing front.

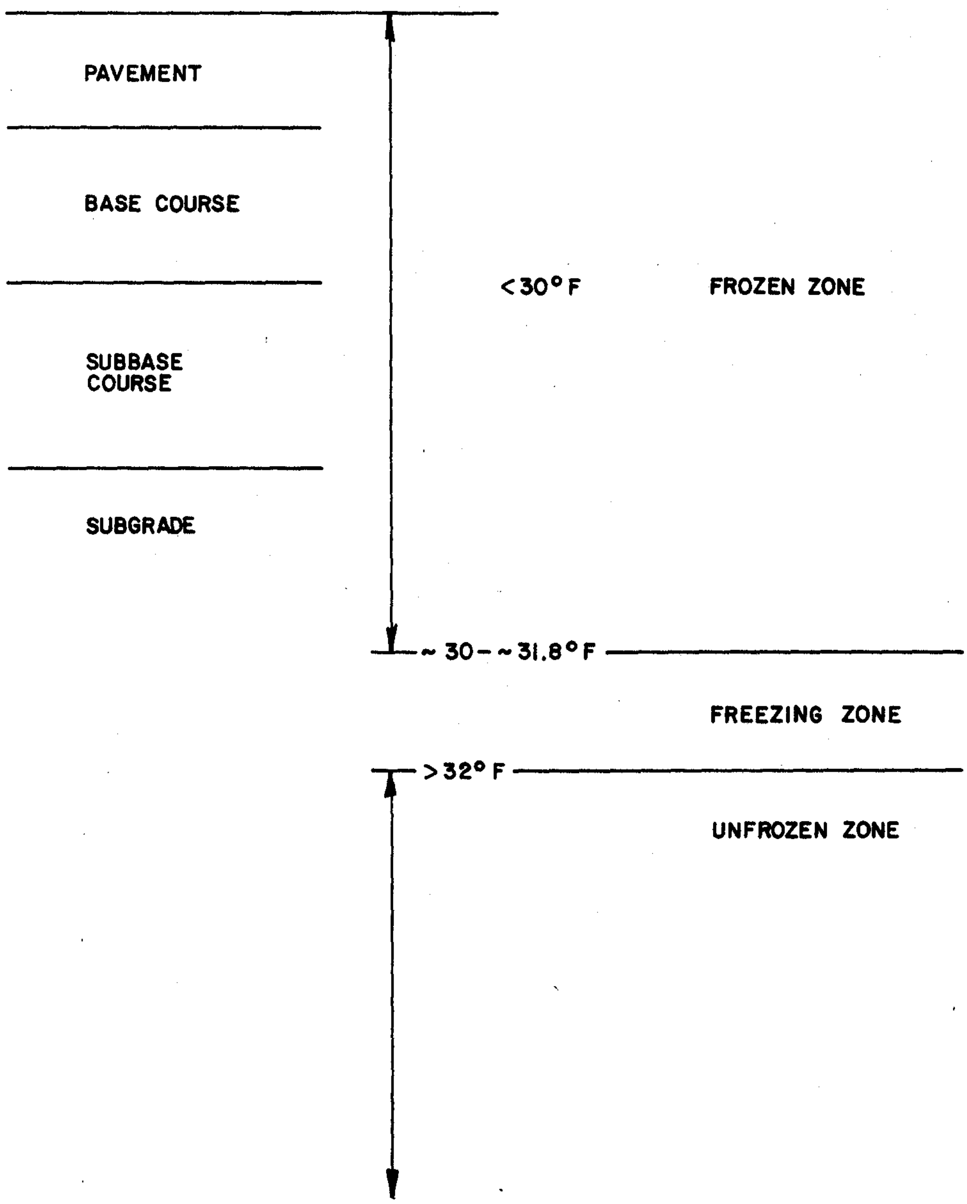
d. Interrelationship among variables. A change in one or another of the three basic factors will vary the amount of ice segregated per unit volume of soil. Natural stratigraphic variations and construction details affect the relationship among these factors and therefore also influence the amount of segregated ice. A common example is a transition from cut to fill along a right-of-way, which represents a change in subgrade soils, in the pattern of subsurface water flow, and most likely in the freezing rate.

2-3. Description of ice segregation in soils. The process of ice segregation is a complex interaction of simultaneous heat and water flow through the mass of mineral and organic particles that make up the soil. Recent research has identified three distinct zones of the freezing process. Figure 2-1 illustrates the three zones when subfreezing temperatures have penetrated into the subgrade. The amount of unfrozen water varies with the type of soil, the soil particle surface characteristics, the gradation of the soil, and the temperature. In general, finer soils contain larger amounts of unfrozen water at a given subfreezing temperature than coarser soils and for a given soil the unfrozen moisture content decreases with lower subfreezing temperatures. While moisture movement in the frozen zone makes an insignificant contribution to frost heave, moisture movement induced by negative pore pressures developed in the freezing zone has a major impact on the magnitude of frost heave.

a. The lower boundary of the freezing zone in figure 2-1 is the depth at which the temperature is equal to the freezing point of the bulk water in the soil. This temperature is generally within one or two tenths of a degree below 32 degrees F., depending upon the chemical content of the soil water.

b. The upper boundary of the freezing zone in frost-susceptible soils is generally defined as the bottom of the growing ice lens. It is at this location where the negative pore pressure causing moisture movement to the ice lens is generated. An ice lens continues to grow in thickness in the direction of heat transfer until ice formation at a lower elevation cuts off the source of water, or until available water is depleted or it approaches a level at which sub-freezing soil temperatures no longer prevail. At this point, ice will stop forming.

2-4. Frost-susceptible soil. The potential intensity of ice segregation that may occur in a freezing season is dependent to a large degree on the size-range of the soil voids, which in turn is determined by the size and size distribution of the soil grains, soil density, and particle shape and orientation. As previously mentioned, at least a portion of the grains must be sufficiently small (less than about 0.05 millimeters in diameter) so that some of the water remains as unfrozen water films, providing channels for liquid flow. For pavement design, the potential ice segregation is often expressed as an empirical function of grain size as follows. Most inorganic soils containing 3



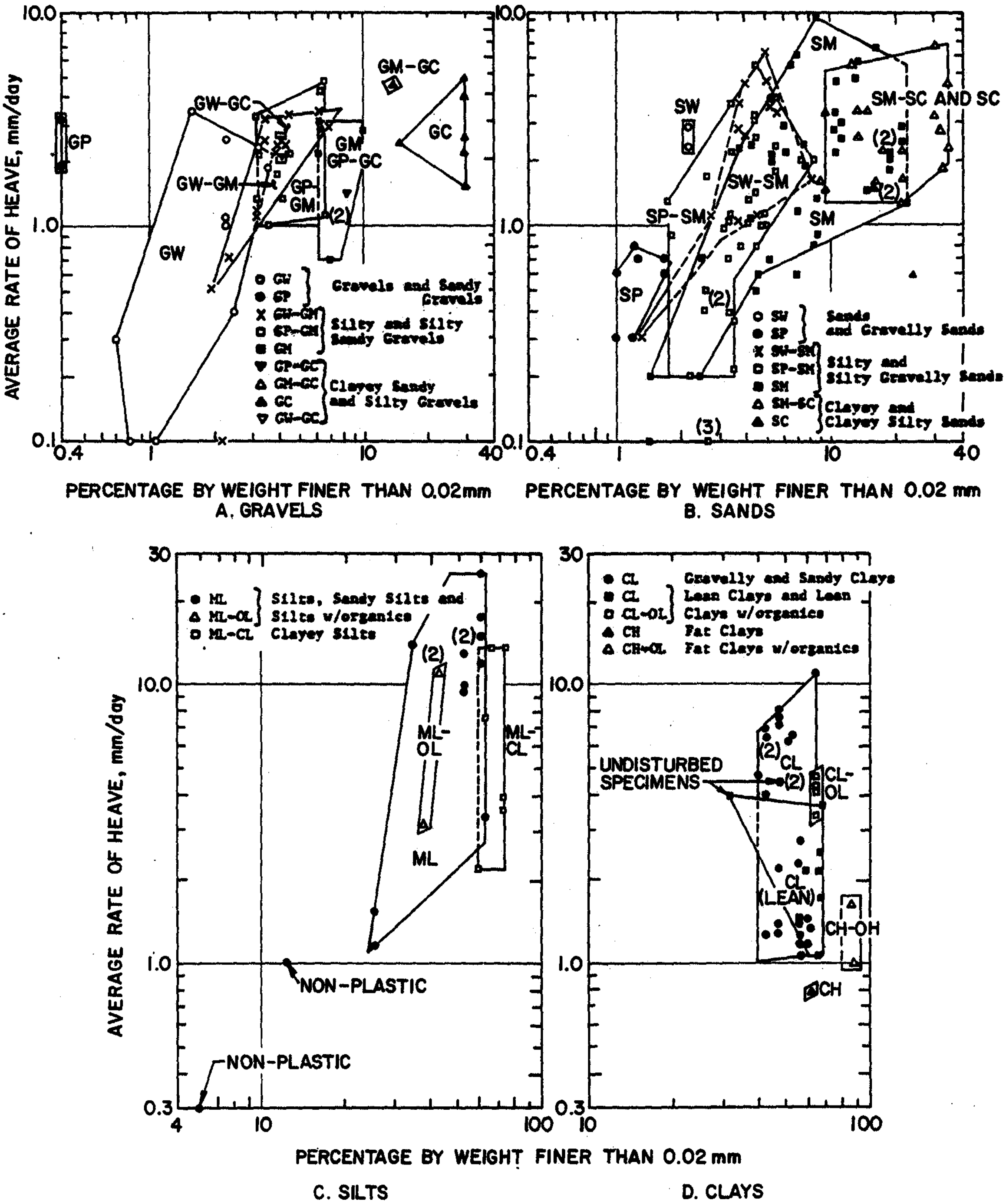
U.S. Army Corps of Engineers

FIGURE 2-1. FREEZING SEQUENCE IN A TYPICAL PAVEMENT PROFILE percent or more by weight of grains finer than 0.02 millimeters in diameter are frost-susceptible. Gravels, well-graded sands, and silty sands, especially those approaching the theoretical maximum density curve, that contain 1-1/2 to 3 percent of grains finer than the 0.02-millimeter size by weight should be considered as possibly frost-susceptible. Uniform sandy soils may have as much as 10 percent of their grains finer than 0.02 millimeters by weight without being frost-susceptible. However, their tendency to occur interbedded with other soils usually makes it impractical to consider them separately.

a. Standard laboratory freezing tests. Soil judged as potentially frost-susceptible under the above criteria may be expected to develop significant ice segregation if frozen at rates that are commonly observed in pavement systems (0.1 to 1.0 inches/day) and if free water is available (less than 5 to 10 feet below the freezing front). Figure 2-2 shows results of laboratory frost-susceptibility tests performed using a standardized freezing procedure on 6-inch high by 6-inch diameter specimens of soils ranging from well-graded gravels to fat clays. The soils that were tested are representative of materials found in frost areas. Test specimens were frozen with water made available at the base; this condition is termed "open-system" freezing, as distinguished from "closed-system" freezing in which an impermeable base is placed beneath the specimen and the total amount of water within the specimen does not change during the test. Appendix A contains a summary of results from freezing tests on natural soils. The data in appendix A can be used to estimate the relative frost-susceptibility of soils using the following two-step procedure: 1) select at least two soils having densities and grain-size distributions (the 0.074-, 0.02- and 0.01-millimeter sizes are most critical) similar to the soil in question, and 2) estimate the frost-susceptibility of that soil from those of the two similar soils.

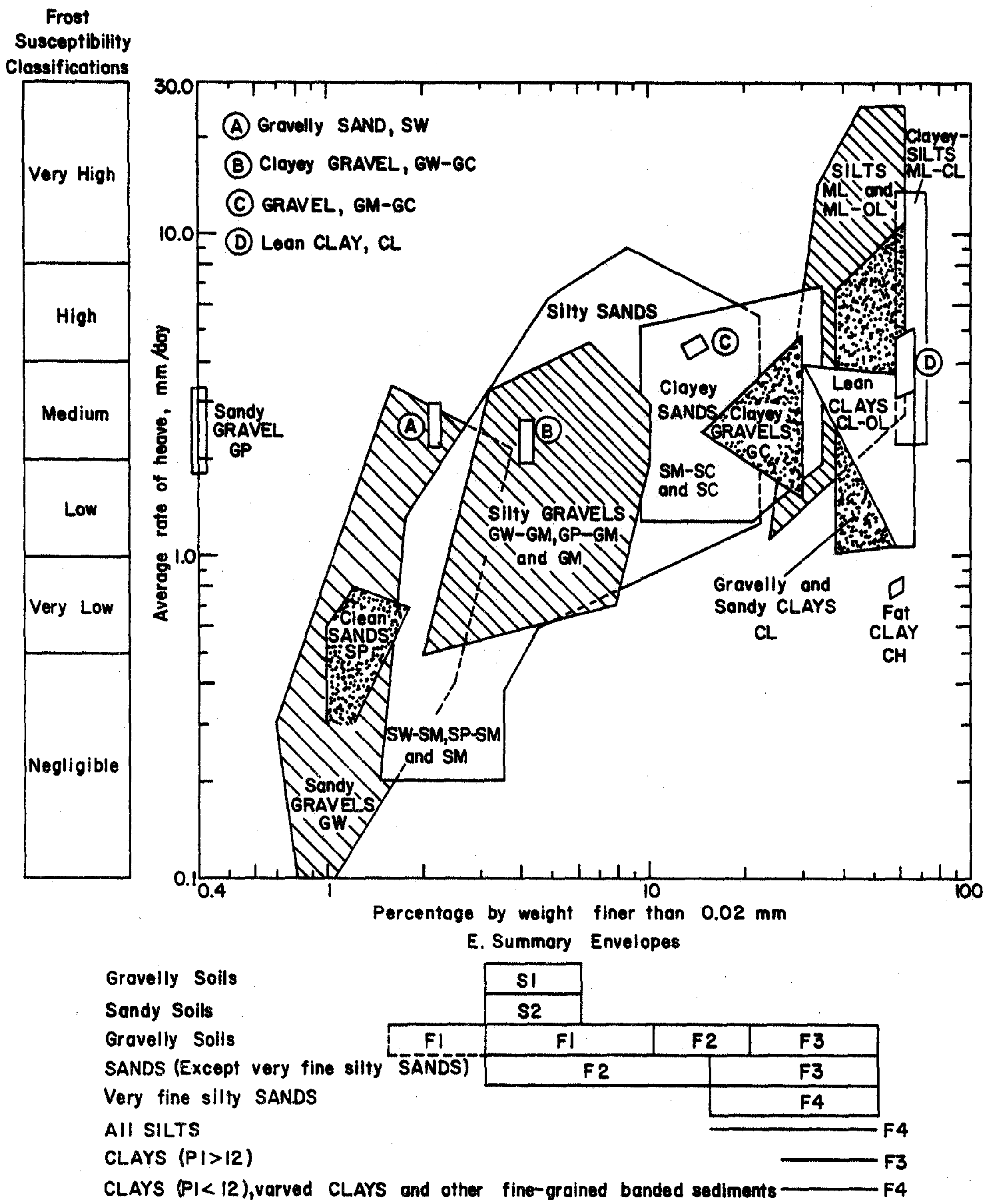
(1) Diagrams a through d in figure 2-2 show individual test results for each of the four major soil groups: gravels, sands, silts, and clays. A family of overlapping envelopes is given in figure 2-3 showing the laboratory test results by various individual soil groupings, as defined by MIL-STD-619(CE). A frost-susceptibility adjective classification scale, relating the degree of frost-susceptibility to the exhibited laboratory rate of heave, is shown at the left side of figure 2-3. Because of the severity of the laboratory test, the rates of heave shown in figures 2-2 and 2-3 are generally greater than may be expected under normal field conditions. Soils that heave in the standard laboratory tests at average rates of up to 1 millimeter per day are considered satisfactory for use under pavements in frost areas, unless unusually severe conditions of moisture availability and temperature are anticipated.

(2) It can be seen in figures 2-2 and 2-3 that soils judged as non-frost-susceptible under the criteria given are not necessarily free of susceptibility to frost heaving. Also, soils that, although



U.S. Army Corps of Engineers

FIGURE 2-2. RATES OF HEAVE IN LABORATORY FREEZING TESTS ON REMOLDED SOILS



U.S. Army Corps of Engineers

FIGURE 2-3 . RATES OF HEAVE IN LABORATORY FREEZING TESTS ON REMOLDED SOILS indicated to be of negligible frost-susceptibility, approach a rate of heave of 1.0 millimeter per day in laboratory tests should be expected to show some measurable frost heave under average field conditions. These facts must be kept in mind when applying the criteria to other-than-normal pavement practice, and when considering subsurface drainage measures.

b. Frost-susceptibility classification. For frost design purposes, soils are divided into eight groups as shown in table 2-1. The first four groups are generally suitable for base course and subbase course materials, and any of the eight groups may be encountered as subgrade soils. Soils are listed in approximate order of decreasing bearing capacity during periods of thaw. There is also a tendency for the order of the listing of groups to coincide with increasing order of susceptibility to frost heave, although the low coefficients of permeability of most clays restrict their heaving propensity. The order of listing of subgroups under groups F3 and F4 does not necessarily indicate the order of susceptibility to frost heave of these subgroups. There is some overlapping of frost-susceptibility between groups. Soils in group F4 are of especially high frost-susceptibility.

(1) The S1 group includes gravelly soils with very low to medium frost-susceptibility classifications that are considered suitable for subbase materials. They will generally exhibit less frost heave and higher strength after freeze-thaw cycles than similar F1 group subgrade soils. The S2 group includes sandy soils with very low to medium frost-susceptibility classifications that are considered suitable for subbase materials. Due to their lower percentages of finer-than-0.02-millimeter grains than similar F2 group subgrade soils, they will generally exhibit less frost heave and higher strength after freeze-thaw cycles.

(2) The F1 group is intended to include frost-susceptible gravelly soils that in the normal unfrozen condition have traffic performance characteristics of GM, GW-GM, and GP-GM type materials with the noted percentages of fines. The F2 group is intended to include frost-susceptible soils that in the normal unfrozen condition have traffic performance characteristics of GM, GW-GM, GP-GM, SM, SW-SM, or SP-SM type materials with fines within the stated limits. Occasionally, GC or SC materials may occur within the F2 group, although they will normally fall into the F3 category. The basis for division between the F1 and F2 groups is that F1 materials may be expected to show higher bearing capacity than F2 materials during thaw, even though both may have experienced equal ice segregation.

(3) Varved clays consisting of alternating layers of silts and clays are likely to combine the undesirable properties of both silts and clays. These and other stratified fine-grained sediments may be hard to classify for frost design. Since such soils are likely to

Table 2-1. Frost design soil classification.

Frost group		Kind of soil	Percentage finer than 0.02 mm by weight	Typical soil types under Unified Soil Classification System
NFS**	(a)	Gravels Crushed stone Crushed rock	0-1.5	GW, GP
	(b)	Sands	0-3	SW,SP
PFS	(a)	Gravels Crushed stone Crushed rock	1.5-3	GW,GP
	(b)	Sands	3-10	SW,SP
S1		Gravelly soils	3-6	GW, GP, GW-GM, GP-GM
S2		Sandy soils	3-6	SW, SP, SW-SM, SP-SM
F1		Gravelly soils	6 to 10	GM, GW-GM, GP-GM
F2	(a)	Gravelly soils	10 to 20	GM, GW-GM, GP-GM,
	(b)	Sands	6 to 15	SM, SW-SM, SP-SM
F3	(a)	Gravelly soils	Over 20	GM, GC
	(b)	Sands, except very fine silty sands	Over 15	SM, SC
	(c)	Clays, PI less than 12	-	CL, CH
F4	(a)	All silts	-	ML, MH
	(b)	Very fine silty sands	Over 15	SM
	(c)	Clays, PI greater than 12	-	CL, CL-ML
	(d)	Varved clays and other fine-grained, banded sediments	-	CL and ML; CL, ML, and SM; CL, CH, ML and SM

** Non-frost-susceptible.
Possibly frost-susceptible, but requires laboratory test to determine frost design soil classification.

U.S. Army Corps of Engineers

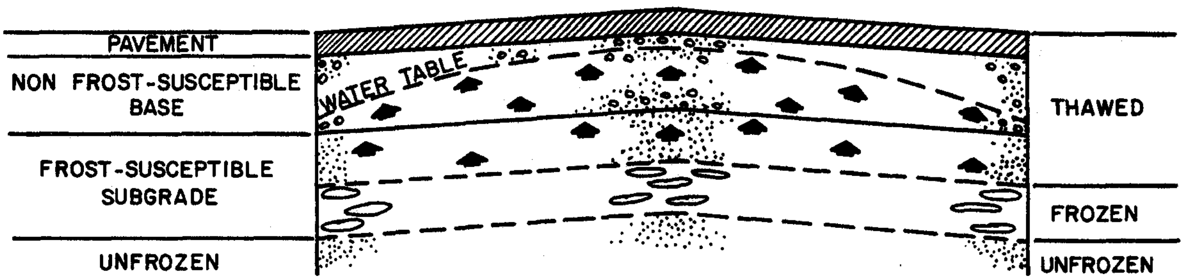
heave and soften more readily than homogeneous soils with equal average water contents, the classification of the material of highest frost-susceptibility should be adopted for design. Usually, this will place the over-all deposit in the F4 category.

(4) Under special conditions, the frost group classification adopted for design may be permitted to differ from that obtained by application of the above frost group definitions. The difference is not to be greater than one frost group number justification for such differences should take into account special conditions of subgrade moisture or soil uniformity, in addition to soil gradation and plasticity, and should include data on performance of existing pavements near those proposed to be constructed.

2-5. Frost heaving. Frost heave, manifested by the raising of the pavement, is directly associated with ice segregation and is visible evidence on the surface that ice lenses have formed in the subgrade, in the base material, or in both. Detrimental frost heave can be effectively controlled by designing the pavement so that frost will penetrate to only a limited depth into frost-susceptible subgrade soil and by adequate subgrade preparation and transition details. If significant freezing of a frost-susceptible subgrade does occur, the heave may be uniform or nonuniform, depending on variations in the character of the soils and the ground water conditions underlying the pavement and the thermal properties of the paving materials.

a. Uniform heave. Uniform heave is the raising of adjacent areas of a pavement surface by approximately equal amounts. The initial shape and smoothness of the surface remain substantially unchanged. Conditions conducive to uniform heave may exist, typically, in a homogeneous section of pavement that is exposed to equal solar radiation and is constructed with a fairly uniform stripping or fill depth, and that has uniform ground water depth and horizontally uniform soil characteristics.

b. Nonuniform heave. Nonuniform heave causes objectionable unevenness or abrupt changes in grade at the pavement surface. Conditions conducive to irregular heave occur, for example, at changes in pavement types or sections, at locations where subgrades vary between clean non-frost-susceptible sands and silty frost-susceptible materials, at abrupt transitions from cut to fill sections with the ground water close to the surface, or where excavation cuts into water-bearing strata. On pavements with inadequate frost protection, some of the most severe pavement roughness is caused by differential heave at abrupt changes in subgrade soil type and at drains and culverts and by boulder heaves. Special techniques of subgrade preparation and adequate transition details are needed to minimize irregular heave from these causes.



U.S. Army Corps of Engineers

FIGURE 2-4. MOISTURE MOVEMENT UPWARD INTO BASE COURSE DURING THAW

c. Supporting capacity may be reduced in clay subgrades even though significant heave has not occurred. Overconsolidation in clay soils occurs due to negative pressures generated in the freezing zone. As a result, the clay particles are reoriented into a more compact aggregated or layered structure with the clay particles and ice being segregated. The resulting consolidation may largely balance the volume of the ice lenses formed. Even clays that show no evidence of ice segregation, measurable moisture migration, or significant volume increase when frozen may significantly lose supporting capacity during the thaw period.

d. If frost-susceptible soil beneath a pavement will freeze, the effect of the reduced supporting capacity during frost-melting periods must be taken into account in designing the layered pavement structure.

CHAPTER 3

INVESTIGATION OF POTENTIAL FOR ICE SEGREGATION

3-1. Investigation procedure. The field and laboratory investigations conducted in accordance with EM 1110-3-141 will usually provide enough information to determine whether a given combination of soil and water conditions beneath the pavement will be conducive to frost action. Particular attention should be given to the degree of horizontal variation of subgrade conditions. This involves both soil and moisture conditions and is difficult to express simply and quantitatively. Subgrades may range from uniform conditions of soil and moisture that will result in negligible differences in frost heave, thaw settlement, and supporting capacity, to extremely variable conditions. These variable conditions may require extensive processing of subgrade materials to eliminate the frequent and very abrupt changes between high and low frost heave and high and low strength loss potentials. Following is a summary of procedures for determining whether or not the conditions of soil properties, temperature, and moisture that are necessary for ice segregation are present at a proposed site. In addition to assessing the potential for detrimental frost action, consider all reliable information about past frost heaving of airfield and highway pavements already built in the area.

3-2. Temperature. Air freezing index values should be based on actual air temperatures obtained from the meteorological station closest to the construction site. This is desirable because differences in elevation, topographical position, or nearness to bodies of water, cities, or other sources of heat may cause considerable variation in air freezing indices over short distances. These variations are of greater relative importance in areas of design freezing index of less than 1,000 degrees F.-days (i.e., mean air freezing index of less than about 500 degrees F.-days) than they are in colder climates.

a. Daily maximum and minimum and mean monthly air temperature records for all stations that report to the U.S. National Weather Service are available from Weather Service Centers. One of these centers is generally located in each state. The mean air freezing index may be based on mean monthly air tempertures, but computation of values for the design freezing index may be limited to only the coldest years in the desired cycle. These years may be selected from the tabulation of average monthly temperatures for the nearest first-order weather station. (A Local Climatological Data Summary, containing this tabulation for the period of record, is published annually by the National Weather Service for each of the approximately 350 U.S. first-order stations.) If the temperature record of the station closest to the construction site is not long enough to determine the mean or design freezing index values, the available data should be related, for the same period, to that of the nearest station or stations of adequate record. Site air freezing index values can then be computed based on this established relation and the indices for the more distant station or stations.

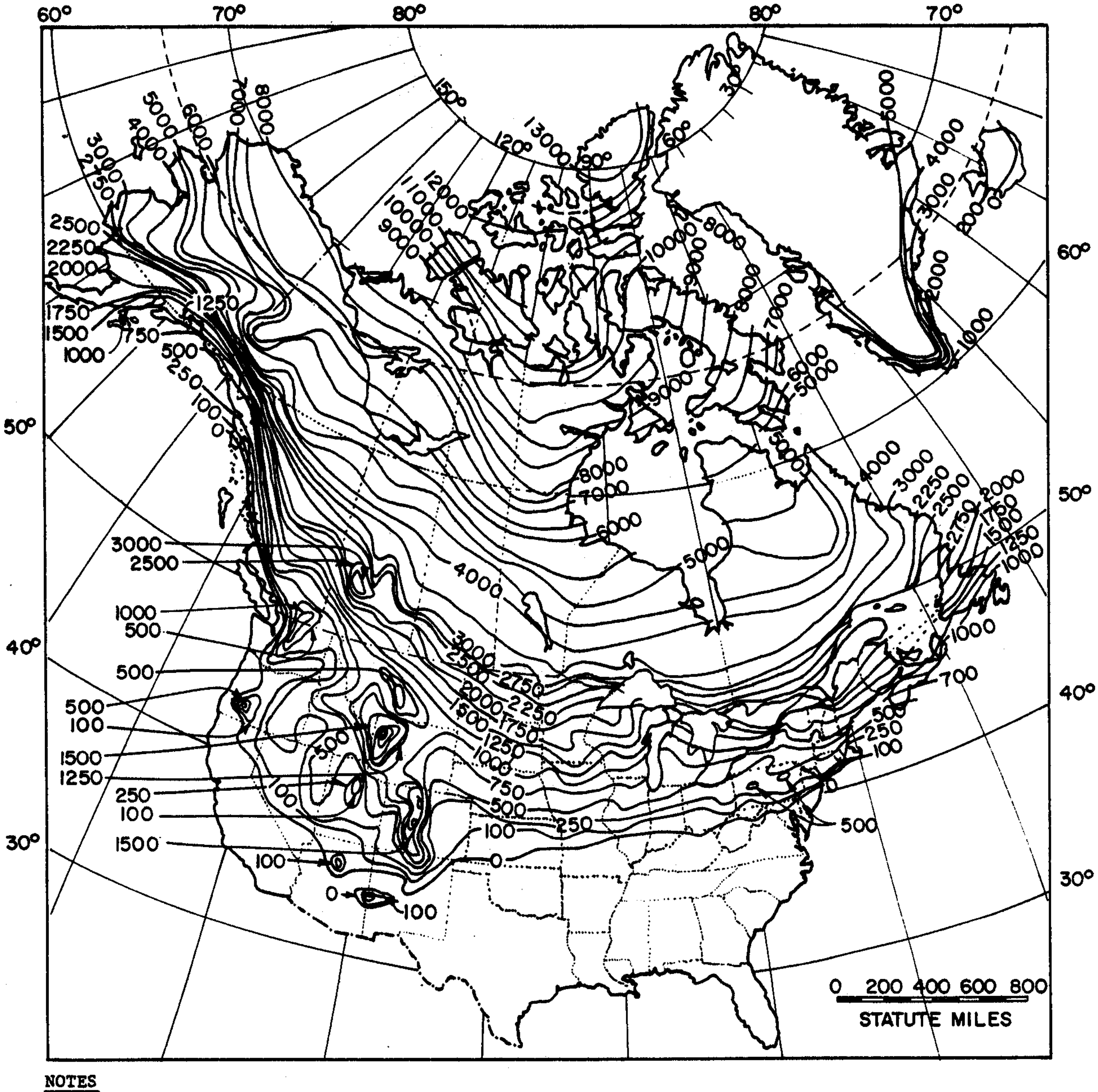
b. The distribution of freezing indices in North America is illustrated by figures 3-1 and 3-2. The figures show isolines of air freezing index values for the normal year (mean air freezing index), and the average of the 3 coldest years in 30 or the coldest year in 10 (design freezing index). Relationships between mean air freezing indices and values computed on various other statistical bases are shown in figure 3-3. For designing pavements, the design air freezing index should be calculated from available air temperatures or estimated from figure 3-2.

3-3. Depth of frost penetration. The depth of which subfreezing temperatures will penetrate below a pavement kept clear of snow and ice depends principally on the magnitude and duration of below-freezing air temperatures, on the properties of the underlying materials, and on the amount of water that becomes frozen. Curves in figure 3-4 may be used to estimate depths of frost penetration beneath paved areas kept free of snow and ice. They have been computed for an assumed 12-inch-thick rigid pavement, using the modified Berggren equation and correction factors derived by comparison of theoretical results with field measurements under different conditions. The curves yield the maximum depth to which the 32 degrees F. temperature will penetrate from the top of the pavement under the total winter freezing index values in homogeneous materials of unlimited depth for the indicated density and moisture content. Variations due to use of other pavement types and of rigid pavements of lesser thicknesses may be neglected.

a. The curves in figure 3-4 are not applicable for determining transient penetration depths under partial freezing indices. For specific problems of this type, the fundamental equations of heat transfer are applicable, for which various numerical solutions are available.

b. Maximum seasonal frost penetration depths obtained by use of figure 3-4 should be verified whenever possible by observations in the locality under consideration.

3-4. Water. A potentially troublesome water supply for ice segregation is present if the highest ground water table or a perched water table is, at any time of the year, within 5 feet of the proposed subgrade surface or of the top of any frost-susceptible subbase materials used. A water table less than 5 feet deep indicates potential ground moisture problems. When the depth to the top of the water table is in excess of 10 feet throughout the year, ice segregation and frost heave may be reduced, but special subgrade preparation techniques are still necessary to make the materials more uniform. Silt subgrades may retain enough moisture to cause significant frost heave and thaw weakening even when the water table is



NOTES

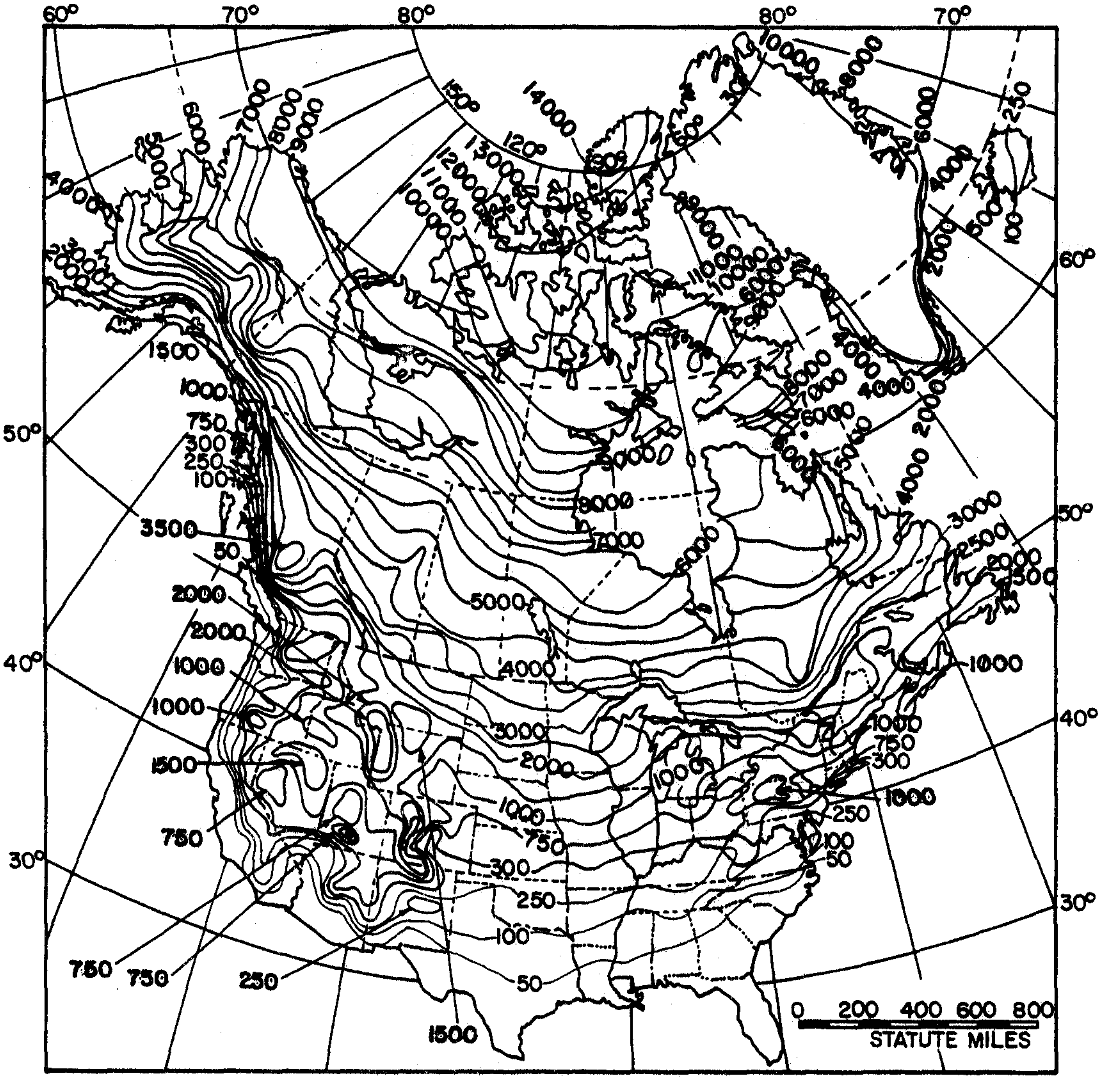
Design freezing index values are cumulative degree days of air temperature below 32 degrees F. for the coldest year in a 10-year cycle or the average of the 3 coldest years in a 30-year cycle.

The isolines of design freezing index were drawn using data from nearly 400 U.S. Weather Bureau Stations. The map is offered as a guide only. It does not attempt to show local variations, which may be substantial, particularly in mountainous areas.

The actual design freezing index used should be computed for the specific project using temperature data from station nearest site.

U.S. Army Corps of Engineers

FIGURE 3-1. DISTRIBUTION OF MEAN AIR-FREEZING INDEX VALUES IN NORTH AMERICA



Notes

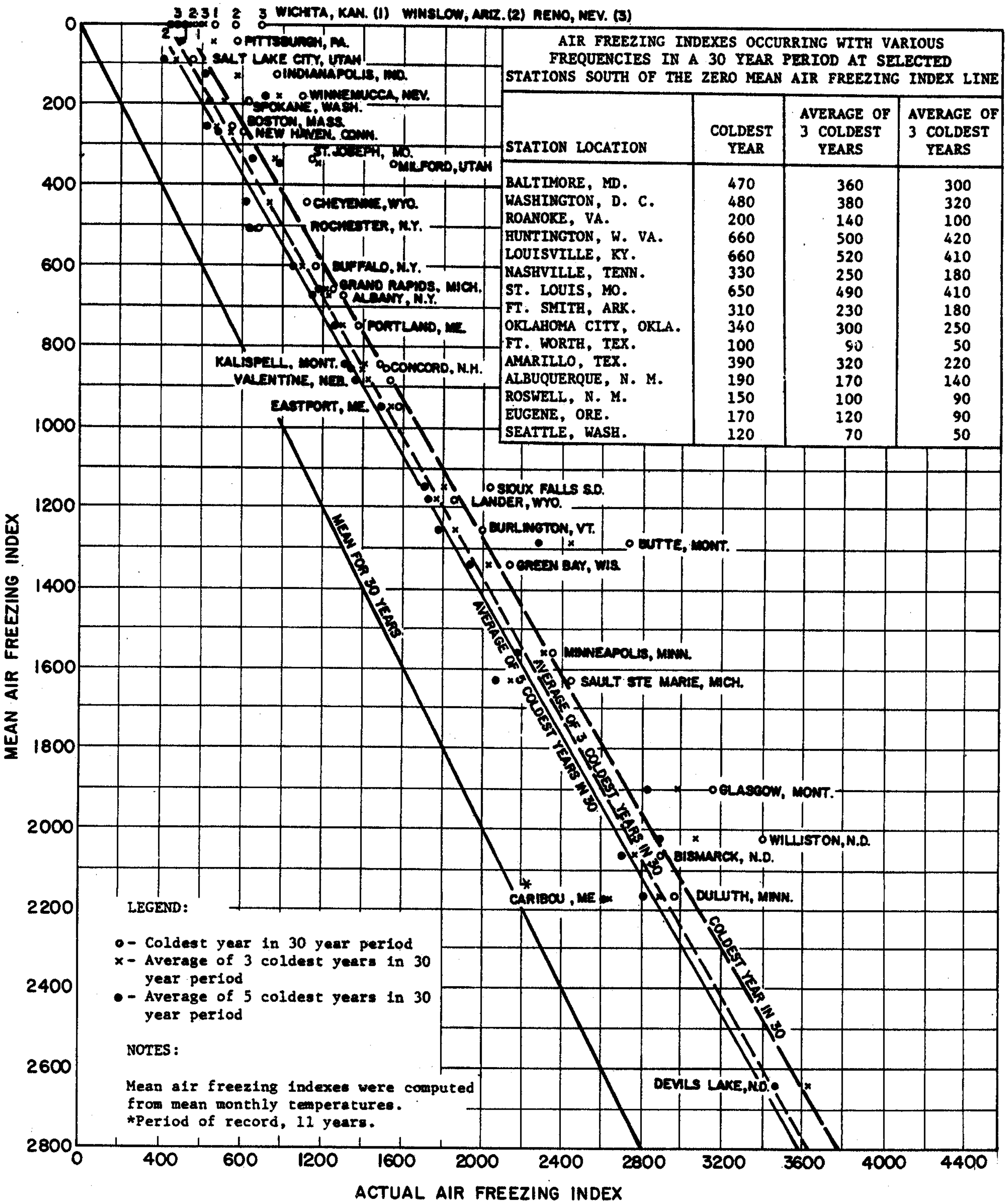
Design freezing index values are cumulative degree days of air temperature below 32 degrees F. for the coldest year in a 10-year cycle or the average of the 3 coldest years in a 30-year cycle.

The isolines of design freezing index were drawn using data from nearly 400 U.S. Weather Bureau Stations. The map is offered as a guide only. It does not attempt to show local variations, which may be substantial, particularly in mountainous areas.

The actual design freezing index used should be computed for the specific project using temperature data from station nearest site.

U.S. Army Corps of Engineers

FIGURE 3-2. DISTRIBUTION OF DESIGN AIR-FREEZING INDEX VALUES IN NORTH AMERICA

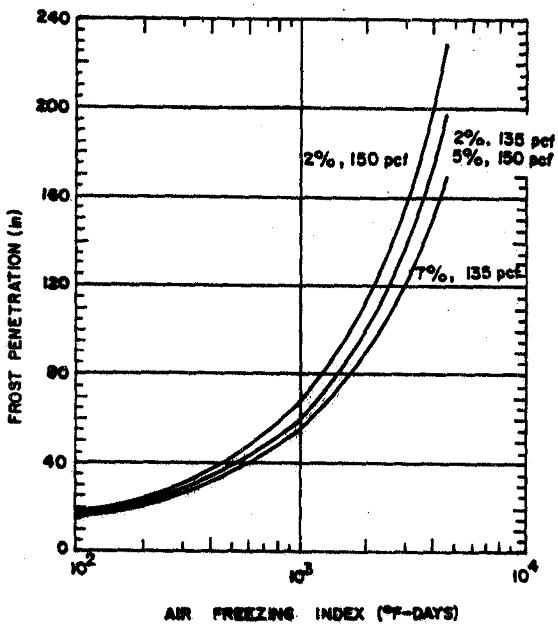


AIR FREEZING INDEXES OCCURRING WITH VARIOUS FREQUENCIES IN A 30 YEAR PERIOD AT SELECTED STATIONS SOUTH OF THE ZERO MEAN AIR FREEZING INDEX LINE

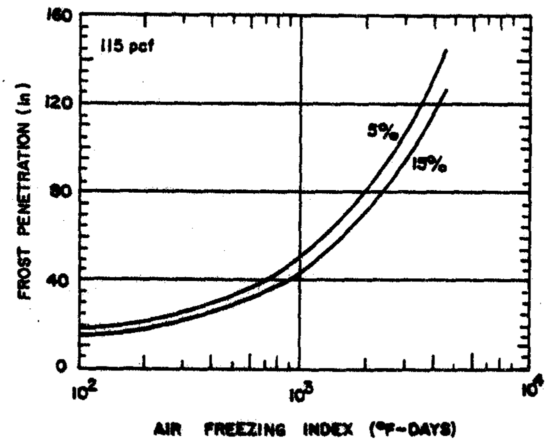
STATION LOCATION	COLDEST YEAR	AVERAGE OF 3 COLDEST YEARS	AVERAGE OF 3 COLDEST YEARS
BALTIMORE, MD.	470	360	300
WASHINGTON, D. C.	480	380	320
ROANOKE, VA.	200	140	100
HUNTINGTON, W. VA.	660	500	420
LOUISVILLE, KY.	660	520	410
NASHVILLE, TENN.	330	250	180
ST. LOUIS, MO.	650	490	410
FT. SMITH, ARK.	310	230	180
OKLAHOMA CITY, OKLA.	340	300	250
FT. WORTH, TEX.	100	90	50
AMARILLO, TEX.	390	320	220
ALBUQUERQUE, N. M.	190	170	140
ROSWELL, N. M.	150	100	90
EUGENE, ORE.	170	120	90
SEATTLE, WASH.	120	70	50

U.S. Army Corps of Engineers

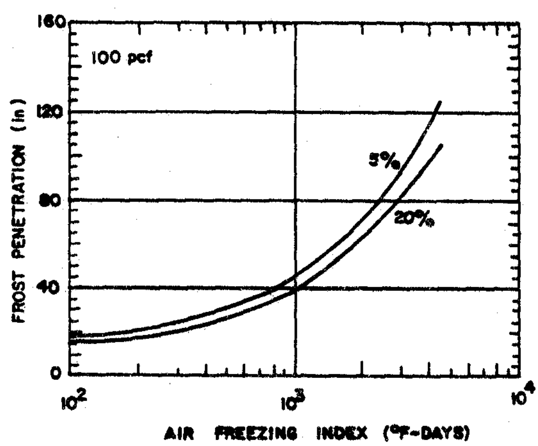
FIGURE 3-3. RELATIONSHIPS BETWEEN MEAN AND OTHER AIR-FREEZING INDICES



A. 135 pcf AND 150 pcf MATERIAL



B. 115 pcf MATERIAL



C. 100 pcf MATERIAL

NOTES:

1. Frost penetration depths are based on modified Berggren formula and computation procedures outlined in USACRREL Special Report 122.
2. Frost penetration depths are measured from pavement surface. Depths shown are computed for 12-inch PCC pavements kept free of snow and ice, and are good approximations for bituminous pavements over 6 to 9 inches of high quality base. Computations also assume all soil beneath pavements within depths of frost penetration is granular and non-frost-susceptible with indicated dry unit weight and moisture content.
3. It was assumed in computations that all soil moisture freezes when soil is cooled below 32 degrees F.
4. Dry unit weight and moisture content (in percent) given on figures.
5. For pavement design, use design freezing index (para 1-2b and 3-3).

U.S. Army Corps of Engineers

FIGURE 3-4. FROST PENETRATION BENEATH PAVEMENTS more than 10 feet below them. Special precautions must be taken when these soils are encountered and a relatively thin pavement section is planned, e.g., all-bituminous concrete. The water content that homogeneous clay subgrades will attain is usually sufficient to cause some ice segregation, even with a remote water table. Closed-system laboratory freezing tests that correspond to a field condition with a very deep water table usually indicate less severe heaving than will actually take place. This is because moisture contents near complete saturation may occur in the top of a frost-susceptible subgrade from surface infiltration through pavement and shoulder areas or from other sources.

CHAPTER 4

THICKNESS DESIGN OF LAYERED PAVEMENT STRUCTURE

4-1. Alternative methods of design. The thickness design process is the determination of the required thickness for each layer of a pavement system and of the combined thickness of all layers above the subgrade. Its objective is determining the lowest-cost pavement system whose rate of deterioration under traffic loads and environmental conditions will be acceptably low. In seasonal frost areas, the thickness design process must include the studies and analyses required by normal design, and it must also account for the effects of frost action. Two methods are prescribed here for determining the thickness design of a pavement that will have adequate resistance to 1) distortion by frost heave, and 2) cracking and distortion under traffic loads as affected by seasonal variation of supporting capacity, including possible severe weakening during frost-melting periods.

a. Limited subgrade frost penetration method. The first method is directed specifically to the control of pavement distortion caused by frost heave. It requires a sufficient thickness of pavement, base, and subbase to limit the penetration of frost into the frost-susceptible subgrade to an acceptable amount. Included also in this method is a design approach which determines the thickness of pavement, base and subbase necessary to prevent the penetration of frost into the subgrade. Prevention of frost penetration into the subgrade is nearly always uneconomical and unnecessary and will not be used to design pavements to serve conventional aircraft and motor vehicle traffic. For pavements where layers of synthetic insulation are permitted, full protection of the subgrade against freezing may be feasible (app B).

b. Reduced subgrade strength method. The second method does not seek to limit the penetration of frost into the subgrade but determines the thickness of pavement, base, and subbase that will adequately carry traffic loads over the design period of years, each of which includes one or more periods during which the subgrade supporting capacity is sharply reduced by frost melting. This approach relies on uniform subgrade conditions, adequate subgrade preparation techniques, and transitions for adequate control of pavement roughness resulting from differential frost heave.

4-2. Selection of design method. In most cases, the choice of the pavement design method will be made in favor of the one that gives the lower cost. Exceptions dictating the choice of the limited subgrade frost penetration method, even at higher cost, include pavements in locations where subgrade soils are so extremely variable (as, for example, in some glaciated areas) that the required subgrade preparation techniques could not be expected to sufficiently restrict differential frost heave. In other cases, special operational demands on the pavement facility might dictate unusually severe restrictions on tolerable pavement roughness, requiring that subgrade frost penetration be strictly limited or even prevented. If use of the limited subgrade frost penetration method is not required, tentative designs must be prepared by both methods for comparison of costs. Also, a tentative design must be prepared following the non-frost-design criteria of EM 1110-3-131 or EM 1110-3-141 since the thickness requirements under non-frost-criteria must be met in addition to the frost design requirements.

4-3. Design for limited subgrade frost penetration - airfields and roads. This method of design for seasonal frost conditions should be used where it requires less thickness than the reduced subgrade strength method. Its use is likely to be economical only in regions of low design freezing index or for pavements for heavy-load aircraft in regions of moderate to high freezing index.

a. The design freezing index should be used in determining the combined thickness of pavement, base, and subbase required to limit subgrade frost penetration. As with any natural climatic phenomenon, winters that are colder than average occur with a frequency that decreases as the degree of departure from average becomes greater. A mean freezing index cannot be computed where temperatures in some of the winters do not fall below freezing. A design method has been adopted, therefore, that uses the average air freezing index for the 3 coldest years in a 30-year period (or for the coldest winter in 10 years of record) as the design freezing index to determine the thickness of protection that will be provided.

b. The design method permits a small amount of frost penetration into frost-susceptible subgrades for the design freezing index year. The procedure is described in the following subparagraphs.

(1) Estimate average moisture contents in the base course and subgrade at the start of the freezing period and estimate the dry unit weight of base. As the base course may in some cases comprise successive layers containing substantially different fines contents, the average moisture content and dry unit weight should be weighted in proportion to the thicknesses of the various layers. Alternatively, the average may be assumed to be equal to the moisture content and dry unit weight of the material in the unbound base course.

(2) From figure 3-4, determine frost penetration a, which would occur in the design freezing index year in a base material of unlimited depth beneath a 12-inch thick rigid pavement or bituminous pavement kept free of snow and ice. Use straight line interpolation where necessary. For rigid pavements greater than 12 inches in thickness, deduct 10 degree-days for each inch of pavement exceeding 12 inches from the design freezing index before entering figure 3-4 to determine frost penetration a. Then add the extra concrete pavement thickness to the determined frost penetration.

(3) Compute base thickness c (fig 4-1) required for zero frost penetration into the subgrade as follows:

c = a - p, where p = thickness of portland cement concrete or bituminous concrete.

(4) Compute ratio $r = \frac{\text{water content of subgrade (ws)}}{\text{water content of base (wb)}}$

(5) Enter figure 4-1 with c as the abscissa and, at the applicable value of r, find in the left scale the design base thickness b that will result in the allowable subgrade frost penetration s shown on the right scale. For airfield runways, if computed r is equal to or exceeds 2.0, use 2.0 in figure 4-1. For other pavements, if r is equal to or exceeds 3.0, use 3.0 in figure 4-1.

c. The above procedure will result in a sufficient thickness of material between the frost-susceptible subgrade and the pavement so that for average field conditions subgrade frost penetration of the amount s should not cause excessive differential heave of the pavement surface during the design freezing index year. The reason for establishing a maximum limit for r is that not all the moisture in fine-grained soils will actually freeze at the subfreezing temperatures that will penetrate the subgrade.

d. When the maximum combined thickness of pavement and base required by this design procedure exceeds 60 inches, consideration should be given to alternatives such as the following:

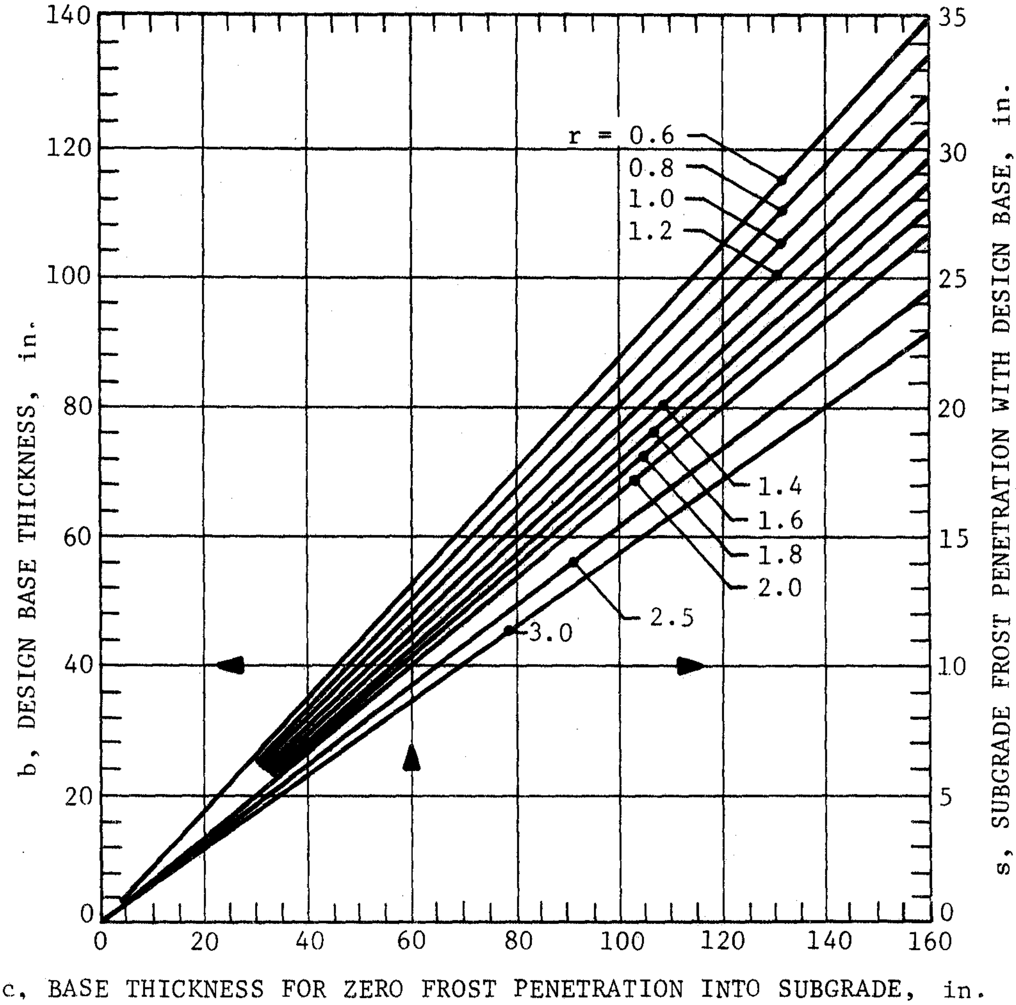
- Limiting total combined thickness to 60 inches and, in rigid-type pavements, using steel reinforcement to prevent large cracks.

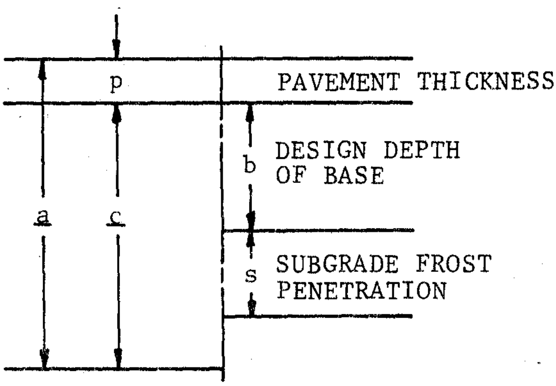
- Limiting total combined thickness to 60 inches and, in rigid-type pavements, limiting the maximum slab dimensions (as to 15 feet) without use of reinforcement.

- Reducing the required combined thickness by use of a subbase of uniform fine sand, with high moisture retention when drained, in lieu of a more free-draining material.

The first two of these alternatives would result in a greater surface roughness than obtained under the basic design method because of greater subgrade frost penetration. With respect to the third alternative, it should be noted that base course drainage requirements of EM 1110-3-136 must still be met.

e. If the combined thickness of pavement and base required by the non-frost-criteria exceeds the thickness given by the limited subgrade





a = Combined thickness of pavement and non-frost-susceptible base for zero frost penetration into subgrade

c = a-p

w_b = Water content of base

w_s = Water content of subgrade

$r = \frac{w_s}{w_b}$, Not to exceed 2.0 for Type A and B areas on airfields and 3.0 for other pavements

EXAMPLE: If c = 60" and r = 2.0, then b = 40" and s = 10"

U.S. Army Corps of Engineers

FIGURE 4-1: THICKNESS OF NON-FROST-SUSCEPTIBLE BASE FOR LIMITED SUBGRADE FROST PENETRATION frost penetration procedure of design, the greater thickness given by the non-frost-criteria will be adopted as the design thickness.

f. The base course composition requirements should be rigorously followed. The design base thickness determined is the total thickness of filter layers, granular unbound base and subbase, and any bound base. The thickness of the asphalt surfacing layer and of any bound base, as well as the CBR (California Bearing Ratio) requirements of each layer of granular unbound base, will be determined as set forth in EM 1110-3-131 and EM 1110-3-141. The thickness of rigid pavement slab will be determined from EM 1110-3-132 and EM 1110-3-142.

4-4. Design for reduced subgrade strength - airfields and roads. Thickness design may also be based on the seasonally varying subgrade support that includes sharply reduced values during thawing of soils that have been affected by frost action. Excepting pavement projects for heavyload aircraft or those that are located in regions of low design freezing index, this design procedure usually requires less thickness of pavement and base than that needed for limited subgrade frost penetration. The method may be used for both flexible and rigid pavements wherever the subgrade is reasonably uniform or can be made reasonably horizontally uniform by the required techniques of subgrade preparation. This will prevent or minimize significant or objectionable differential heaving and resultant cracking of pavements. When the reduced subgrade strength method is used for F4 subgrade soils, unusually rigorous control of subgrade preparation must be required. When a thickness determined by the reduced subgrade strength procedure exceeds that determined for limited subgrade frost penetration, the latter, smaller value should be used, provided it is at least equal to the thickness required for non-frost-conditions. In situations where use of the reduced subgrade strength procedure might result in objectionable frost heave, but use of the greater thickness of base course indicated by the limited subgrade frost penetration design procedure is not considered necessary, intermediate design thicknesses may be used. However, these must be justified on the basis of frost heaving experience developed from existing airfield and highway pavements where climatic and soil conditions are comparable.

a. Thickness of flexible pavements. In the reduced subgrade strength procedure for design, the curves in EM 1110-3-141 should be used to determine the combined thickness of flexible pavement and base required for aircraft wheel loads and wheel assemblies, and the design curves of EM 1110-3-131 should be used for highway and parking area design. In both cases, the curves should not be entered with subgrade CBR values determined by tests or estimates but instead with the applicable frost-area soil support index from table 4-1. Frost-area soil support indices are used as if they were CBR values; the term CBR is not applied to them, however, because, being weighted average values for an annual cycle, their value cannot be determined by CBR tests.

(1) General field data and experience indicate that on the relatively narrow embankments of highways, reduction in strength of subgrades during frost melting may be less in substantial fills than in cuts because of better drainage conditions and less intense ice segregation. If local field data and experience show this to be the case, then a reduction in combined thickness of pavement and base of up to 10 percent may be permitted for highways on substantial fills.

(2) EM 1110-3-141 and EM 1110-3-131 should also be used to determine the thicknesses of individual layers in the pavement system and to ascertain whether it will be advantageous to include one or more layers of bound base in the system.

Table 4-1. Frost-area Soil Support Indices for Flexible Pavement Design

Frost group of subgrade soil	F1	F2	F3 and F4
Frost-area soil support index	9.0	6.5	3.5

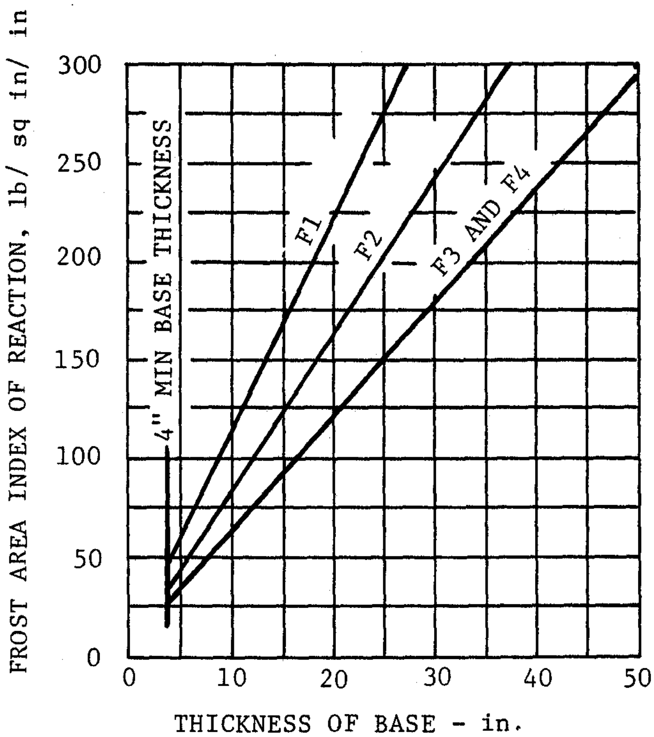
b. Thicknesses of rigid pavements. Where frost is expected to penetrate into a frost-susceptible subgrade beneath a rigid pavement, it is good practice to use a non-frost-susceptible base course at least equal in thickness to the slab. Experience has shown, however, that rigid pavements with only a 4-inch base have performed well in cold environments with relatively uniform subgrade conditions. Accordingly, where subgrade soils can be made reasonably uniform by the required procedures of subgrade preparation, the minimum thickness of granular unbound base should be 4 inches.

(1) Additional granular unbound base course, giving a thickness greater than the minimum specified above, will improve pavement performance, giving a higher frost-area index of reaction on the surface of the unbound base (fig 4-2) and permitting a pavement slab of less thickness. Bound base also has significant structural value and may be used to effect a further reduction in the required thickness of the pavement slab. EM 1110-3-142 and EM 1110-3-132 establish criteria for determination of the required thickness of rigid pavement slabs in combination with a bound base course. The provisions presented herein comprising requirements for granular unbound base as drainage and filter layers will still be applicable.

(2) The thickness of concrete pavement will be determined in accordance with EM 1110-3-142 for airfields and EM 1110-3-132 for roads and parking areas, using the frost-area index of reaction determined from figure 4-2. This figure shows the equivalent weighted average index of reaction values for an annual cycle that includes a period of thaw-weakening in relation to the thickness of base. Frost-area indices of reaction are used as if they were moduli of reaction, k, and have the same units. The term modulus of reaction is not applied to

GROUP	DESCRIPTION
F1	GRAVELLY SOILS CONTAINING BETWEEN 3 AND 10 PERCENT FINER THAN 0.02 mm BY WEIGHT
F2	(a) GRAVELLY SOILS CONTAINING BETWEEN 10 AND 20 PERCENT FINER THAN 0.02 mm BY WEIGHT (b) SANDS CONTAINING BETWEEN 3 AND 15 PERCENT FINER THAN 0.02 mm BY WEIGHT
F3	(a) GRAVELLY SOILS CONTAINING MORE THAN 20 PERCENT FINER THAN 0.02 mm BY WEIGHT (b) SANDS, EXCEPT VERY FINE SILTY SANDS, CONTAINING MORE THAN 15 PERCENT FINER THAN 0,02 mm BY WEIGHT (c) CLAYS WITH PLASTICITY INDEXES OF MORE THAN 12
F4	(a) ALL SILTS (b) VERY FINE SILTY SANDS CONTAINING MORE THAN 15 PERCENT FINER THAN 0.02 mm BY WEIGHT (c) CLAYS WITH PLASTICITY INDEXES OF LESS THAN 12 (d) VARVED CLAYS AND OTHER FINE-GRAINED BANDED SEDIMENTS

NOTE: FOR DESIGN OVER F4 SUBGRADE SOILS SEE TEXT



FROST CONDITION REDUCED SUBGRADE STRENGTH DESIGN SUBGRADE MODULUS CURVES FOR RIGID AIRFIELD AND HIGHWAY PAVEMENTS

U.S. Army Corps of Engineers

FIGURE 4-2. FROST-AREA INDEX OF REACTION FOR DESIGN OF RIGID AIRFIELD AND HIGHWAY PAVEMENTS them, however, because being weighted average values for an annual cycle, they cannot be determined by a plate-bearing test. If the modulus of reaction, k, determined from tests on the equivalent base course and subgrade, but without frost melting, is numerically smaller than the index of reaction obtained from figure 4-2, the test value should govern the design.

4-5. Design of flexible pavement for runway overruns.

a. Frost condition requirements. A runway overrun pavement must be designed to withstand occasional emergency aircraft traffic in the form of short or long landings, aborted takeoffs, and possible barrier engagements. The pavement must also serve various maintenance vehicles such as crash trucks and snowplows. The design of an overrun must provide:

- Adequate stability for very infrequent aircraft loading during the frost-melting period.

- Adequate stability for normal traffic of snow-removal equipment and possibly other maintenance vehicles during frost-melting periods.

- Sufficient thickness of base or subbase materials of low heave potential to prevent unacceptable roughness during freezing periods.

b. Overrun design for reduced subgrade strength. To provide adequate strength during frost-melting periods, the flexible pavement and base course shall have the combined thickness given by the design curves in EM 1110-3-141 enter the curves with the applicable frost-area soil support index given in table 4-1. The thickness established by this procedure should have the following limitations:

- It should not be less than required for non-frost-condition design in overrun areas, as determined from EM 1110-3-141.

- It should not exceed the thickness required under the limited subgrade frost penetration design method.

- It should not be less than that required for normal operation of snowplows and other medium to heavy trucks.

The subgrade preparation techniques and transition details of this manual are required for overrun pavements. The composition of the layered pavement structure should conform with the applicable requirements of EM 1110-3-141, except that the composition of base courses should also conform with the requirements of this manual.

c. Overrun design for control of surface roughness. In locations with low to moderate design freezing indices, thicknesses smaller than those required by the reduced strength method may be given by the limited subgrade frost penetration method of design. If this happens, the latter should be used, but in no case will combined thicknesses smaller than those given for non-frost-design by EM 1110-3-141 be adopted. On the other hand, in some instances, local experience may indicate that a design thickness determined by the reduced subgrade strength method, coupled with the required subgrade preparation procedures and transitions will not restrict maximum differential frost heave to an amount which is reasonable for these emergency areas, generally not more than about 3 inches in 50 feet. In the selection of a design for restricting frost heave, consideration must be given to type of subgrade material, availability of water, depth of frost penetration, and local experience. Guidance is provided in the following subparagraphs.

(1) For a frost group F3 subgrade, differential heave can generally be controlled to 3 inches in 50 feet by providing a thickness of base and subbase course equal to 60 percent of the thickness required by the limited subgrade frost penetration design method.

(2) For well-drained subgrades of the F1 and F2 frost groups, lesser thicknesses are satisfactory for control of heave. However, unless the subgrade is non-frost-susceptible, the minimum thickness of pavement and base course in overruns should not be less than 40 percent of the thickness required for limited subgrade frost penetration design.

(3) The criteria set forth for control of surface roughness apply only if they require a combined pavement and base thickness in excess of that needed for adequate load supporting capacity.

4-6. Design of shoulder pavements.

a. Pavement thickness design and composition of base courses. Where paved shoulders are required on airfields, the flexible pavement and base should have the combined thickness given by the design curve in EM 1110-3-141; enter the curve with the applicable frost-area soil support index shown in table 4-1. If the subgrade is highly susceptible to heave, local experience may indicate a need for a pavement section that incorporates an insulating layer or for additional granular unbound material to moderate the irregularity of pavement deformations resulting from frost heave.

b. Control of differential heave at small structures located within shoulder pavements. To prevent objectionable heave of small structures inserted in shoulder pavements, such as drain inlets and bases for airfield lights, the pavement substructure, extending at least 5 feet radially from them, should be designed and constructed entirely with non-frost-susceptible base and subbase course materials of sufficient thickness to prevent subgrade freezing. Gradual transitions are required. Alternatively, synthetic insulation could be placed below a base of the minimum prescribed thickness to prevent the advance of freezing temperatures into the subgrade; suitable transitions to the adjoining uninsulated pavement would be needed.

4-7. Use of state highway requirements for roads, streets, and open storage areas. To provide further flexibility in design options and to exploit economical local materials and related experience, state highway requirements may be used for pavements with a design index less than 4. Design index is defined in EM 1110-3-131 and EM 1110-3-132. The decision to use local state highway requirements will be based on demonstrated satisfactory performance of pavements in that state as determined by observation and experience. This should give reasonable assurance that the life cycle cost resulting from use of state highway requirements is comparable to that from use of Corps of Engineers criteria and procedures. If state requirements are used, the entire pavement should conform in every detail to the applicable state criteria.

CHAPTER 5

BASE COURSE COMPOSITION REQUIREMENTS

5-1. Free-draining material directly beneath bound base or surfacing layer. Base courses may be made up of either granular unbound materials or bound base materials or a combination of the two. However, a cement- or lime-bound base should not be placed directly beneath bituminous pavement. Also, an unbound base course will not be placed between two relatively impervious bound layers. If the combined thickness, in inches, of pavement and contiguous bound base courses is less than 0.09 multiplied by the design air freezing index (this calculation limits the design freezing index at the bottom of the bound base to about 20 degree-days), not less than 4 inches of free-draining material should be placed directly beneath the lower layer of bound base or, if there be no bound base, directly beneath the pavement slab or surface course. The free-draining material should contain 2.0 percent or less, by weight, of grains that can pass the No. 200 sieve, and to meet this requirement it probably will have to be screened and washed. The material in the 4-inch layer must also conform with filter requirements. If the structural criteria for design of the pavement do not require granular unbound base other than the 4 inches of free draining material, the material in the 4-inch layer must be checked for conformance with the filter requirements. If it fails the test for conformance, an additional layer meeting those requirements must be provided.

5-2. Other granular unbound base course. If the structural criteria for design of the pavement require more granular unbound base than the 4 inches of free draining material, the material should meet the applicable requirements of current guide specifications for base or subbase materials. In addition, the top 50 percent of the total thickness of granular unbound base must be non-frost-susceptible and must contain not more than 5 percent by weight of particles passing a No. 200 sieve. The lower 50 percent of the total thickness of granular unbound base may be either non-frost-susceptible material, S1 material, or S2 material. If the subgrade soil is S1 or S2 material meeting the requirements of current guide specifications for base or subbase, the lower 50 percent of granular base will be omitted. An additional requirement, if subgrade freezing will occur, is that the bottom 4-inch layer in contact with the subgrade must meet filter requirements, or a geotextile fabric meeting the filter requirements must be placed in contact with the subgrade. The dimensions and permeability of the base should satisfy the base course drainage criteria given in EM 1110-3-136 as well as the thickness requirements for frost design. Thicknesses indicated by frost criteria should be increased if necessary to meet subsurface drainage criteria. Base course materials of borderline quality should be tested frequently after compaction to insure that the materials meet these design criteria.

5-3. Use of F1 and F2 soils for base materials for roads and parking areas. A further alternative to the use of S1 and S2 base materials is permitted for roads and vehicle parking areas. Materials of frost groups F1 and F2 may be used in the lower part of the base over F3 and F4 subgrade soils. F1 materials may be used in the lower part of the base over F2 subgrades. The thickness of F2 base material should not exceed the difference between the reduced-subgrade-strength thickness requirements over F3 and F2 subgrades. The thickness of F1 base should not exceed the difference between the thickness requirements over F2 and F1 subgrades. Any F1 or F2 material used in the base must meet the applicable requirements of the guide specifications for base or subbase materials.

5-4. Filter over subgrade.

a. Granular filters. For both flexible and rigid pavements under which subgrade freezing will occur, at least the bottom 4 inches of granular unbound base should consist of sand, gravelly sand, screenings, or similar material. It should be designed as a filter between the subgrade soil and overlying base course material to prevent mixing of the frost-susceptible subgrade with the base during and immediately following the frost-melting period. This filter is not intended to serve as a drainage course. The gradation of this filter material should be determined in accordance with criteria presented in EM 1110-1-136, with the added overriding limitation that the material must be non-frost-susceptible or of frost group S1 or S2. Experience shows that a fine-grained subgrade soil will work up into a coarse, open-graded overlying gravel or crushed stone base course under the kneading action of traffic during the frost-melting period if a filter course is not provided between the subgrade and the overlying material. Experience and tests indicate that well-graded sand is especially suitable for this filter course. The 4-inch minimum filter thickness is dictated primarily by construction requirements and limitations. Greater thicknesses should be specified when required to suit field conditions. Over weak subgrades, a 6-inch or greater thicknesses may be necessary to support construction equipment and to provide a working platform for placement and compaction of the base course.

b. Geotextile fabric filters. The use of geotextile fabrics in lieu of a granular filter is encouraged. No structural advantage will be attained in the design when a geotextile fabric is used; it serves as a separation layer only.

5-5. Filter under pavement slab. For rigid pavements, all-bituminous-concrete pavements and pavements whose surfacing materials are constructed directly over bound base courses, not more than 85 percent of the filter or granular unbound base course material placed directly beneath the pavement or bound base course should be finer than 2.00 millimeters in diameter (U.S. standard No. 10 sieve) for a minimum thickness of 4 inches. The purpose of this requirement is to prevent loss of support by the pumping of soil through joints and cracks.

CHAPTER 6

USE OF STABILIZED SOILS IN FROST AREAS

6-1. Stabilizers and stabilized layers.

a. Additives. Asphalt, portland cement, lime, and LCF are the most common additives used in stabilized soils. The limitations of use, the basic requirements for mixture design, and the stabilization procedures using bituminous and chemical stabilizers are set forth in EM 1110-3-137. Special or supplemental requirements related to frost areas are outlined in the following paragraphs.

b. Limitations of use. In frost areas, stabilized soil in most cases will be used only in a layer or layers making up one of the upper elements of a pavement system. Usually, it will be placed directly beneath the pavement surfacing layer, where the added cost of stabilization is compensated for by its structural advantage in effecting a reduction in the required thickness of the pavement system. However, a cement, lime, or LCF-stabilized base should not be placed directly beneath bituminous pavements because cracking and faulting will be significantly increased. Treatment with a lower degree of chemical stabilization in layers placed at lower levels within the pavement system should be used in frost areas only with caution and after intensive tests. This is because weakly cemented material usually has less capacity to endure repeated freezing and thawing without degradation than firmly cemented material. A possible exception is the use of a low level of stabilization to improve a soil that will be encapsulated within an impervious envelope as part of a membrane encapsulated soil layer (MESL) pavement system (app C). The limited experience to date suggests that a soil that is otherwise unsuitable for encapsulation, because moisture migration and thaw weakening are excessive, may be made suitable for such use by moderate amounts of a stabilizing additive. Materials that are modified by small amounts of chemical additive also should be intensively tested to make sure that the improved material is durable through repeated freeze-thaw cycles and that the improvement is not achieved at the expense of making the soil more susceptible to ice segregation.

c. Construction cut-off dates. For materials stabilized with cement, lime, or LCF, whose strength increases with length of curing time, it is essential that the stabilized layer be constructed sufficiently early in the season to allow development of adequate strength before the first freezing cycle begins. Research has shown that the rate of strength gain is substantially lower at 50 degrees F., for example, than at 70 degrees or 80 degrees F. Accordingly, in frost areas it is not always enough to protect the mixture from freezing during a 7-day curing period as required by the applicable guide specifications. A construction cut-off date well in advance of the onset of freezing may be essential. General guidance for estimating reasonable cut-off construction dates that will allow time for development of frost-resistant bonds are presented in Transportation Research Records 442, 612, and 641.

6-2. Stabilization with lime and with LCF.

a. Bound base. Soils containing only lime as the stabilizer are generally unsuitable for use as base course layers in the upper layers of pavement systems in frost areas, except possibly in a MESL pavement system as mentioned above. Lime, cement, and a pozzolanic material such as flyash may be used in some cases to produce a cemented material of high quality that is suitable for upper base course and that has adequate durability and resistance to freeze-thaw action. In frost areas, LCF mixture design will be based on the procedures set forth in EM 1110-3-137, with the additional requirement that the mixture, after freeze-thaw testing as set forth below, should meet the weight-loss criteria specified in EM 1110-3-137 for cement-stabilized soil. The procedures of ASTM D 560 should be followed for freeze-thaw testing, except that the specimens should be compacted in a 6-inch diameter mold in five layers with a 10-pound hammer having an 18-inch drop and that the preparation and curing of the specimens should follow the procedures indicated in EM 1110-3-137 for unconfined compression tests on lime-stabilized soil.

b. Lime-stabilized soil. If it is economical to use lime-stabilized or lime-modified soil in lower layers of a pavement system, a mixture of adequate durability and resistance to frost action is still necessary. In addition to the requirements for mixture design of lime-stabilized and lime-modified subbase and subgrade materials set forth in EM 1110-3-137, cured specimens should be subjected to the freeze-thaw cycles of ASTM D 560 as modified by EM 1110-3-137 (but omitting wire-brushing) or other applicable freeze-thaw procedures.

6-3. Stabilization with portland cement. Cement-stabilized soil meeting the requirements set forth in EM 1110-3-137, including freeze-thaw effects tested under ASTM D 560, may be used in frost areas as base course or as stabilized subgrade. Cement-modified soil conforming with the requirements of EM 1110-3-137 also may be used in frost areas.

6-4. Stabilization with bitumen. Many different types of soils and aggregates can be successfully stabilized to produce a high-quality bound base with a variety of types of bituminous material. In frost areas, the use of tar as a binder should be avoided because of its high temperature-susceptibility. Asphalts are affected to a lesser extent by temperature changes, but a grade of asphalt suitable to the prevailing climatic conditions should be selected (app D). Excepting these special conditions affecting the suitability of particular types of bitumen, the procedures for mixture design set forth in EM 1110-3-137, EM 1110-1-131, and EM 1110-3-141 usually will insure that the asphalt-stabilized base will have adequate durability and resistance to moisture and freeze-thaw cycles.

CHAPTER 7

SUBGRADE PREPARATION AND TRANSITIONS FOR CONTROL OF FROST HEAVING AND ASSOCIATED CRACKING

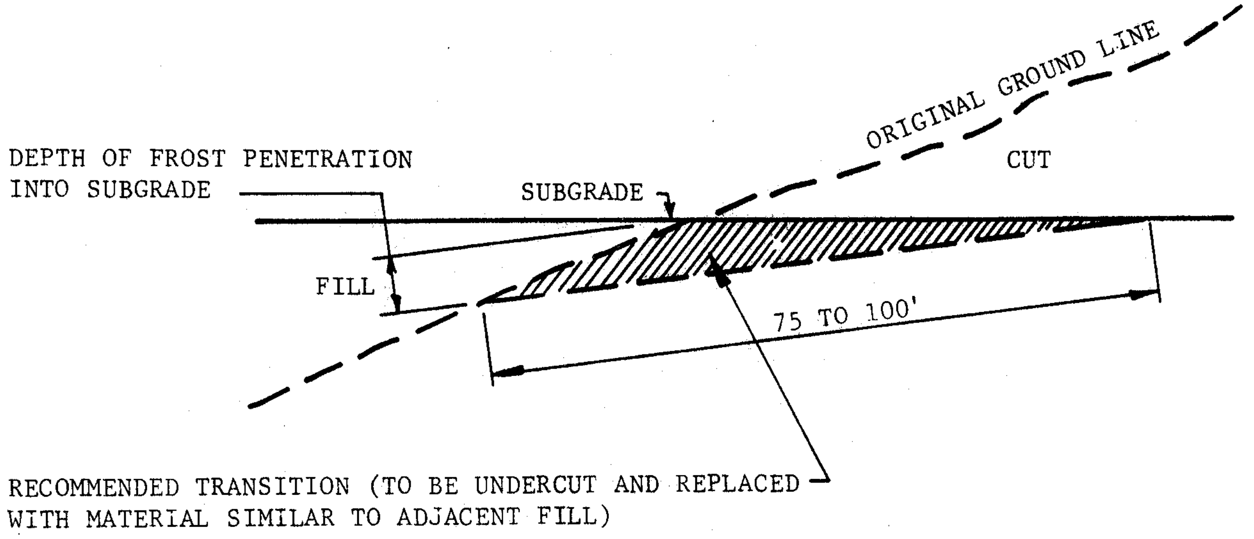
7-1. Subgrade preparation. It is a basic requirement for all pavements constructed in frost areas that subgrades in which freezing will occur should be especially prepared to achieve uniformity of soil conditions. In fill sections, the least frost-susceptible soils should be placed in the upper portion of the subgrade by temporarily stockpiling the better materials, cross-hauling, and selective grading. If the upper layers of fill contain frost-susceptible soils, the completed fill section should be subjected to the subgrade preparation procedures required for cut sections. In cut sections, the subgrade should be scarified and excavated to a prescribed depth, and the excavated material should be windrowed and bladed successively until thoroughly blended, and relaid and compacted. The depth of subgrade preparation, measured downward from the top of the subgrade, should be the lesser of either 24 inches, or two-thirds of the frost penetration given by figure 3-4 (except one-half of the frost penetration for airfield shoulder pavements and for roads, streets and open storage areas of Class D and E) less the actual combined thickness of pavement, base course, and subbase course, or 72 inches less the actual combined thickness of pavement, base, and subbase. At transitions from cut to fill, the subgrade in the cut section should be undercut and back-filled with the same material as the adjacent fill (fig 7-1). Refer to appendix E for field control of subgrade and base course materials.

a. Exceptional conditions. Exceptions to the basic requirement for subgrade preparation in the preceding paragraph are limited to the following:

(1) Subgrades known to be non-frost-susceptible to the depth prescribed for subgrade preparation and known to contain no frost-susceptible layers or lenses, as demonstrated and verified by extensive and thorough subsurface investigations and by the performance of nearby existing pavements, if any, are exceptions.

(2) Fine-grained subgrades containing moisture well in excess of the optimum for compaction, with no feasible means of drainage nor of otherwise reducing the moisture content, and which consequently cannot feasibly be scarified and recompacted, are also exceptions.

b. Treatment of wet fine-grained subgrades. If wet fine-grained subgrades exist at the site, it will be necessary to achieve equivalent frost protection with fill material. This may be done by raising the grade by an amount equal to the depth of subgrade preparation that otherwise would be prescribed or by undercutting and replacing the wet fine-grained subgrade to that same depth. In either case, the fill or



SOURCE: MAINE STATE HIGHWAY COMMISSION

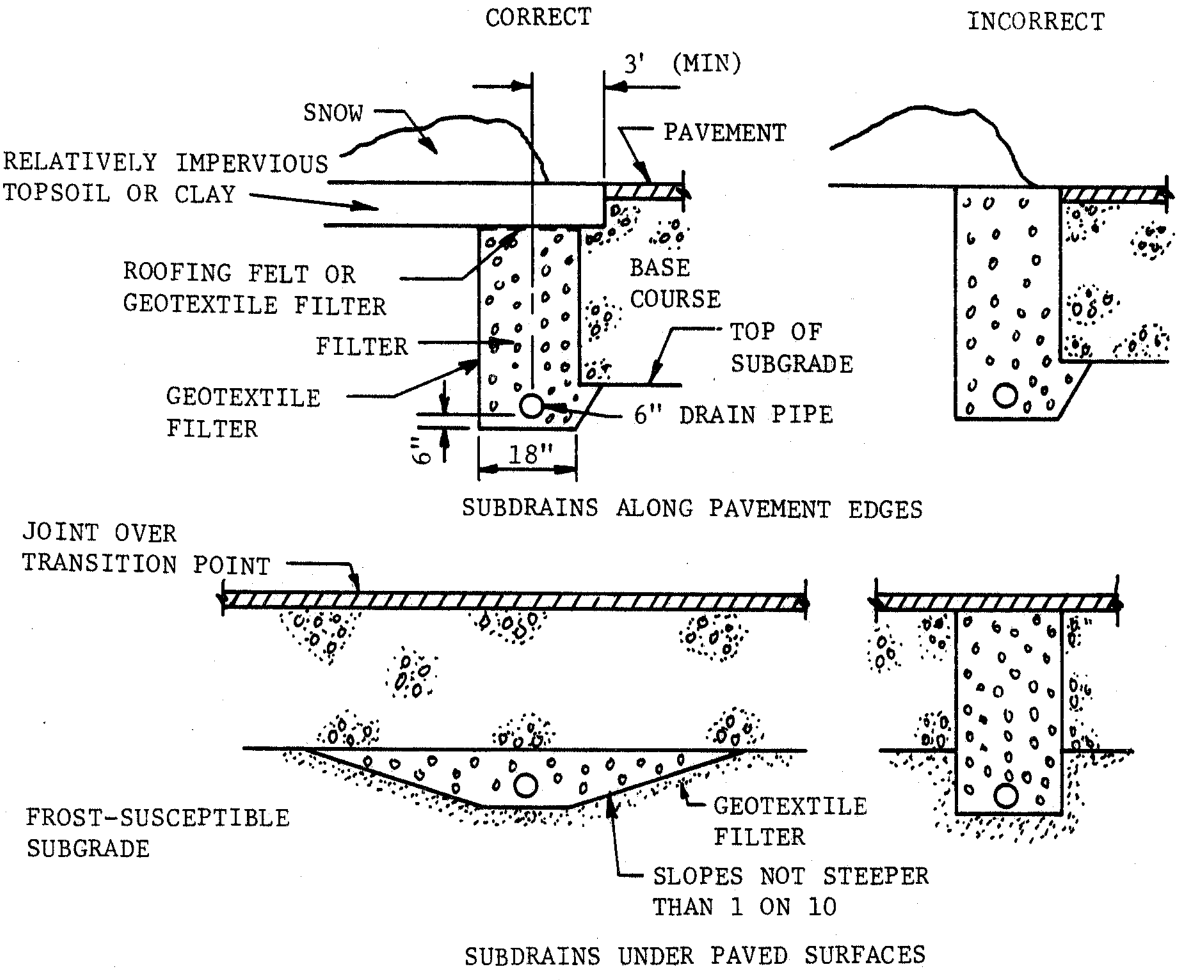
FIGURE 7-1. TAPERED TRANSITION USED WHERE EMBANKMENT MATERIAL DIFFERS FROM NATURAL SUBGRADE IN CUT backfill material may be non-frost-susceptible material or frost-susceptible material meeting specified requirements. If the fill or backfill material is frost-susceptible, it should be subjected to the same subgrade preparation procedures prescribed above.

c. Boulder removal. It is essential that all stones more than about 6 inches in diameter be removed from frost-susceptible subgrades to prevent boulder heaves from damaging the pavement. In the process of constructing fills, all large stones should be removed from subgrade materials that will experience freezing. In cut sections, all large stones should be removed from the subgrade to the same depth as the special subgrade preparation outlined in the preceding paragraphs.

7-2. Control of differential heave at drains, culverts, ducts, inlets, hydrants, and lights.

a. Design details and transitions for drains, culverts, and ducts. Drains, culverts, or utility ducts placed under pavements on frost-susceptible subgrades frequently experience differential heaving. Wherever possible, the placing of such facilities beneath pavements should be avoided. Where this cannot be avoided, construction of drains should be in accordance with the "correct" method indicated in figure 7-2, while treatment of culverts and large ducts should conform with figure 7-3. All drains or similar features should be placed first and the base and subbase course materials carried across them without break so as to obtain maximum uniformity of pavement support. The practice of constructing the base and subbase course and then excavating back through them to lay drains, pipes, etc., is unsatisfactory as a marked discontinuity in support will result. It is almost impossible to compact material in a trench to the same degree as the surrounding base and subbase course materials. Also, the amount of fines in the excavated and backfilled material may be increased by incorporation of subgrade soil during the trench excavation or by manufacture of fines by the added handling. The poor experience record of combination drains--those intercepting both surface and subsurface water--indicates that the filter material should never be carried to the surface as illustrated in the "incorrect" column in figure 7-2. Under winter conditions, this detail may allow thaw water accumulating at the edge of the pavement to feed into the base course. This detail is also undesirable because the filter is a poor surface and is subject to clogging, and the drain is located too close to the pavement to permit easy repair. Recommended practice is shown in the "correct" column in figure 7-2.

b. Frost protection and transitions for inlets, hydrants, and lights. Experience has shown that drain inlets, fueling hydrants, and pavement lighting systems, which have different thermal properties than the pavements in which they are inserted, are likely to be locations of abrupt differential heave. Usually, the roughness results from progressive movement of the inserted items. To prevent these damaging



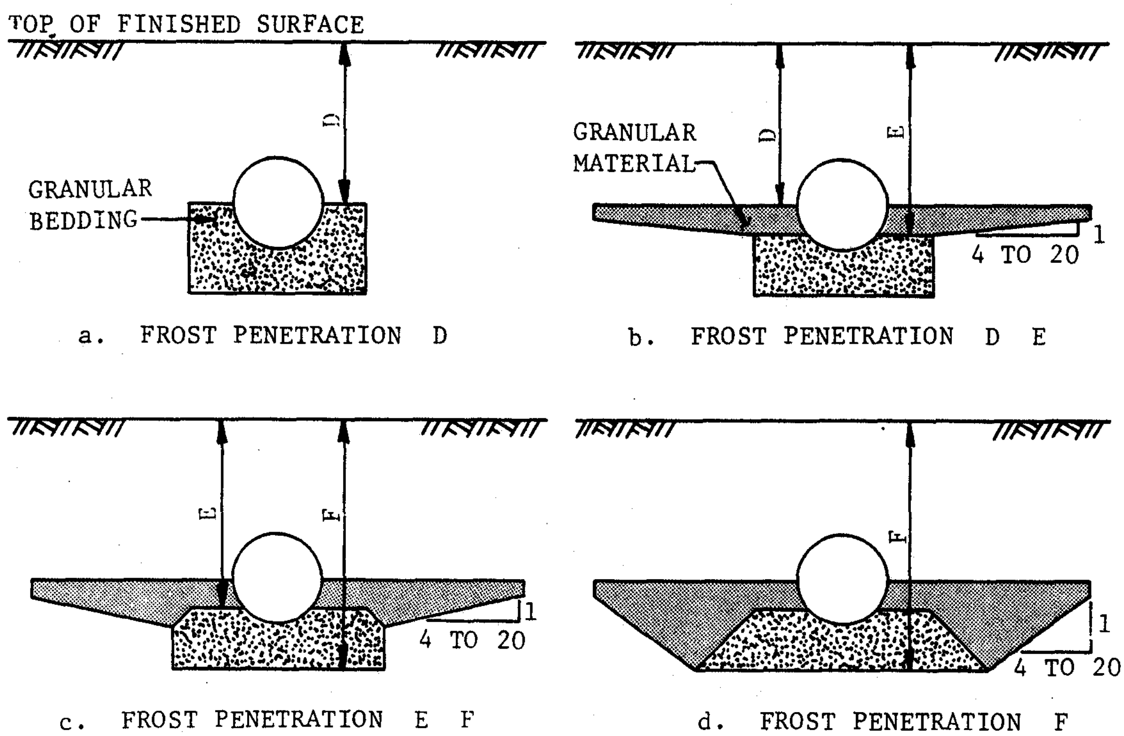
NOTES: 1. FOR ADDITIONAL DETAILS ON DESIGN AND DEPTH OF SUBDRAINS AND DEPTH OF SUBDRAINS AND FILTERS COURSES SEE EM 1110-3-136.

2. GRANULAR OR GEOTEXTILE FABRICS FILTER MAY BE NECESSARY BETWEEN BASE COURSE AND SUBGRADE (PARA 5-4).

3. UPPER 4 INCHES OF BASE COURSE MUST HAVE FREE-DRAINING CHARACTERISTICS (PARA 5-1).

U.S. Army Corps of Engineers

FIGURE 7-2. SUBDRAIN DETAILS FOR COLD REGIONS



SOURCE: MINNESOTA DEPARTMENT OF HIGHWAYS

FIGURE 7-3. TRANSITIONS FOR CULVERTS BENEATH PAVEMENTS movements, the pavement section beneath the inserts and extending at least 5 feet radially from them should be designed to prevent freezing of frost-susceptible materials by use of an adequate thickness of non-frost-susceptible base course, and by use of insulation. Consideration should also be given to anchoring footings with spread bases at appropriate depths. Gradual transitions are required to surrounding pavements that are subject to frost heave.

7-3. Pavement thickness transitions.

a. Longitudinal transitions. Where interruptions in pavement uniformity cannot be avoided, differential frost heaving should be controlled by use of gradual transitions. Lengths of longitudinal transitions should vary directly with the speed of traffic and the amount of heave differential; for rigid pavements, transition sections should begin and end directly under pavement joints, and should in no case be shorter than one slab length. As an example, at a heavy-load airfield where differentials of heave of 1 inch may be expected at changes in combined thickness of pavement and base, or at changes from one subgrade soil condition to another, gradual changes in base thicknesses should be effected over distances of 200 feet for the runway area, 100 feet for taxiways, and 50 feet for aprons. The transition in each case should be located in the section having the lesser total thickness of pavement and base. Pavements designed to lower standards of frost-heave control, such as roads, shoulders, and overruns, have less stringent requirements, but may nevertheless need transition sections.

b. Transverse transitions. A need for transitions in the transverse direction arises at changes in total thickness of pavement and base, and at longitudinal drains and culverts. Any transverse transition beneath pavements that carry the principal wheel assemblies of aircraft traveling at moderate to high speed should meet the same requirements applicable to longitudinal transitions. Transverse transitions should be sloped not steeper than 10 horizontal to 1 vertical. Transverse transitions between pavements carrying aircraft traffic and adjacent shoulder pavements should be located in the shoulder and should not be sloped steeper than 4 horizontal to 1 vertical.

7-4. Other measures. Other possible measures to reduce the effects of heave are use of insulation to control depth of frost penetration and use of steel reinforcement to improve the continuity of rigid pavements that may become distorted by frost heave. Reinforcement will not reduce heave nor prevent the cracking resulting from it, but it will help to hold cracks tightly closed and thus reduce pumping through these cracks. Transitions between cut and fill, culverts and drains, changes in character or stratification of subgrade soils, as well as subgrade preparation and boulder removal should also receive special attention in field construction control (app E).

7-5. Pavement cracking associated with frost action. One of the most detrimental effects of frost action on a pavement is surface distortion as the result of differential frost heave or differential loss of strength. These may also lead to random cracking. For airfield pavements, it is essential that uncontrolled cracking be reduced to the minimum. Deterioration and spalling of the edges of working cracks are causes of uneven surface conditions and sources of debris that may seriously damage jet aircraft and engines. Cracking may be reduced by control of such elements as base composition, uniformity and thickness, slab dimensions, subbase and subgrade materials, uniformity of subsurface moisture conditions, and, in special situations, by use of reinforcement and by limitation of pavement type. The importance of uniformity cannot be overemphasized. Where unavoidable discontinuities in subgrade conditions exist, gradual transitions as outlined in preceding paragraphs are essential.

CHAPTER 8

EXAMPLES OF PAVEMENT DESIGN

8-1. Example 1. Heavily trafficked road. Design flexible and rigid pavements for the following conditions:

- Class B (rolling terrain within the "built-up area").

- Category III.

- Design index: 4 (for flexible pavements).

  3 (for rigid pavements).

- Design air freezing index: 700 degree-days.

- Subgrade material: uniform sandy clay, CL; plasticity index, 18; frost group, F3; water content, 20 percent (average); normal-period CBR, 10; normal-period modulus of subgrade reaction k = 200 psi/inch on subgrade and 400 psi/inch on 24 inches of base course.

- Base course material: crushed gravel (GW), normal-period CBR=80, 30 percent passing no. 10 sieve, 1 percent passing No. 200 sieve.

- Subbase course material: course to fine silty sand (SP-SM), normal-period CBR=20, 11 percent passing No. 200 sieve, 6 percent finer than 0.02 millimeters, frost classification S2, meets filter criteria for material in contact with subgrade.

- Average dry unit weight (good quality base and subbase): 135 pcf.

- Average water content after drainage (good quality base and subbase): 5 percent.

- Highest ground water: about 4 feet below surface of subgrade.

- Concrete flexural strength: 650 psi.

Since this pavement has a design index of 4 or less, criteria in local highway department requirements may be used in lieu of criteria in EM 1110-3-131 and EM 1110-3-132. Local experience with existing pavements indicates that frost heave has been relatively uniform.

a. Flexible pavement design by limited subgrade frost penetration method. From figure 3-4, the combined thickness a of pavement and base to prevent freezing of the subgrade in the design freezing index year is 45 inches. According to criteria in EM 1110-3-131, the minimum pavement thickness is 2 inches over a CBR=80 base course that must be at least 4 inches thick. The ratio of subgrade to base water content is r = 20/5 = 4. Since this is a highway pavement, the maximum allowable r of 3 is used in figure 4-1 to obtain the required thickness of base b of 24 inches, which would allow about 6 inches of frost penetration into the subgrade in the design year. Subgrade preparation would not be required since the combined thickness of pavement and base is more than one-half the thickness required for complete protection.

b. Flexible pavement design by reduced subgrade strength method. From table 4-1 the frost-area soil support index is 3.5, which from the design curve in EM 1110-3-131, yields a required combined thickness of pavement and base of 19 inches. Since this is less than the (2 + 24) 26-inch thickness required by the limited subgrade frost penetration method, the 19-inch thickness would be used. The pavement structure could be composed of the following: 2 inches of asphalt concrete, 9 inches of crushed gravel, (since the crushed gravel contains only 1 percent passing the No. 200 sieve, it also serves as the free-draining layer directly beneath the pavement) and 9 inches of the silty sand subbase material. Subgrade preparation would be required to a depth of 1/2 x 45 - 19 = 3-1/2 inches.

c. Rigid pavement design by limited subgrade frost penetration method. From EM 1110-3-132 the required pavement thickness p, based on the normal-period k = 400 psi per inch, the concrete flextural strength of 650 psi and the design index of 3, is 5.0 inches. From figure 3-4, the combined thickness of pavement and base is 45 inches, equivalent to that for the flexible pavement. By use of r = 3 in figure 4-1, the required thickness of base b is 23 inches, which would allow about 6 inches of frost penetration into the subgrade in the design year. No subgrade preparation would be required.

d. Rigid pavement design by the reduced subgrade strength method. Since frost heave has not been a major problem, a minimum of 4 inches of the free-draining base course material could be used, plus 4 inches of the subbase that will serve as a filter material on the subgrade. For this case, the frost-area index of reaction would be 50 psi per inch (fig 4-2), requiring a pavement slab 8 inches thick. Subgrade preparation to a depth of 1/2 x 45 - 16 = 6-1/2 inches would be required.

e. Alternative designs. Other designs using stabilized layers, including all bituminous concrete pavements, should be investigated to determine whether they are more economical than the designs presented above.

8-2. Example 2. Lightly trafficked road. Design flexible pavements for the following conditions:

- Class E (flat terrain within the "open" area)

- Category III

- Design index: 2 (from EM 1110-3-131).

- Design air freezing index: 1,500 degree-days.

- Subgrade material: fine silty sand, SM, nonplastic; frost group, F4; water content, 15 percent (average); normal-period CBR, 15.

- Base course material: gravel (GW), normal-period CBR=80, 30 percent passing No. 10 sieve and 3 percent passing the No. 200 sieve.

- Subbase course material: Coarse to fine silty sand (SP-SM), normal-period CBR=20, 10 percent passing No. 200 sieve, 5 percent finer than 0.02 millimeters, frost classification S2, meets filter criteria for material in contact with subgrade.

- Average dry unit weight of the base and subbase: 125 pcf.

- Average water content of the base and subbase after drainage: 7 percent.

- Select borrow material: Silty sand (SM), normal period CBR=15, 25 percent passing No. 200 sieve, 15 percent finer than 0.02 millimeters; frost classification F2, meets filter criteria for materials in contact with subgrade.

- Highest ground water: approximately 3 feet below surface of subgrade.

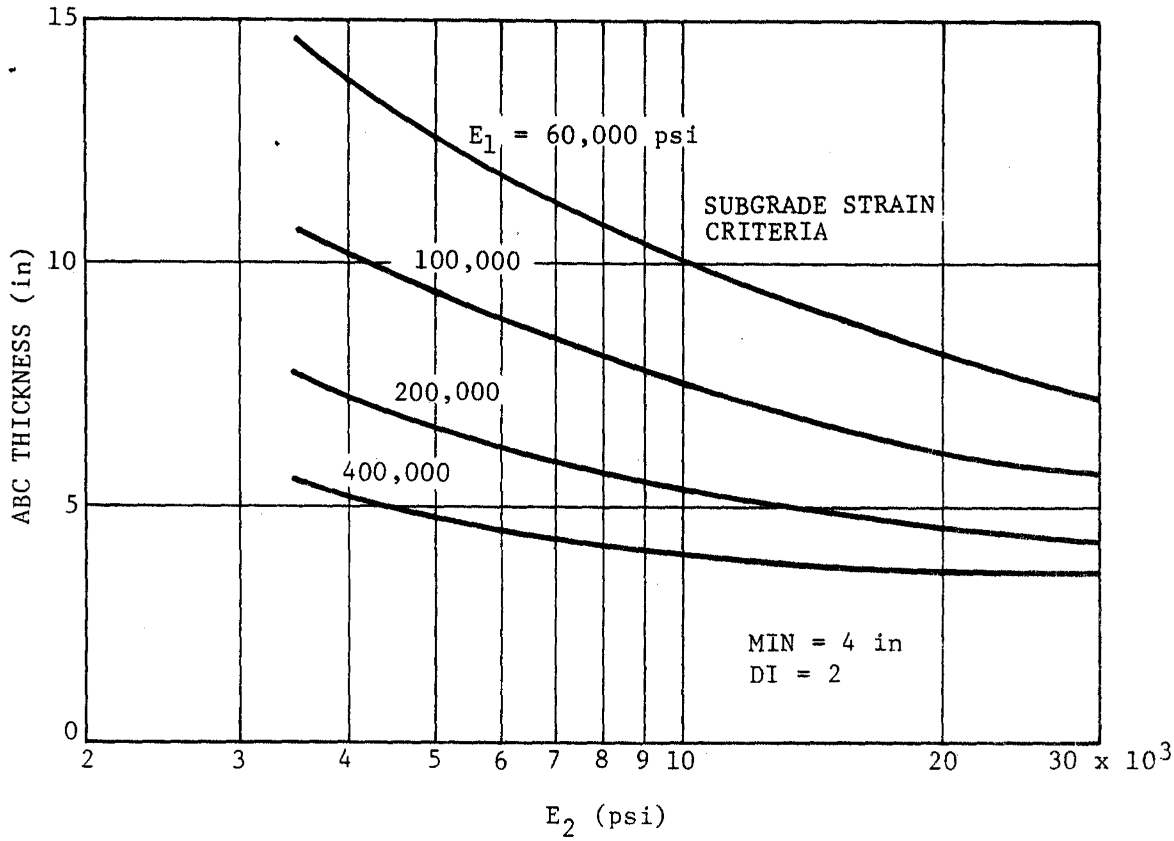
a. Limited subgrade frost penetration method. By use of the procedure outlined in example 1, paragraph 8-1, the combined thickness of pavement and base a to prevent freezing of the subgrade in the design year is 70 inches, which was determined by interpolation between the soils having densities of 115 and 135 pcf. From EM 1110-3-131, the minimum pavement thickness over an 80 CBR base course is 1-1/2 inches. From figure 4-1, the design base thickness is 48 inches for r = 15/7 = 2.1. This would allow about 12 inches of frost penetration into the subgrade in the design year. No subgrade preparation would be required since the thickness is greater than 1/2 x 70 = 35 inches.

b. Reduced subgrade strength design method. From table 4-1, the frost area soil support index is 3.5, which from the design curve in EM 1110-3-131, yields a required thickness of pavement and base of 15 inches. This is substantially less than the thickness required by the limited subgrade frost penetration method. Subgrade penetration would be required to a depth of 1/2 x 70 - 15 = 20 inches. The pavement structure could be composed of 1-1/2 inches of pavement, 8 inches of base course, and 5.5 inches of subbase course plus the 20 inches of prepared subgrade. Since the base course material contains more than 2 percent passing the No. 200 sieve, material in at least the upper 4 inches must be washed to reduce the amount passing the No. 200 sieve to 2 percent or less.

c. All-bituminous concrete (ABC) pavement. The pavement structure from paragraph 8-2.b. can be used to obtain the thickness required through the use of equivalency factors listed in EM 1110-3-131. For the base course, the equivalency factor is 1.15, and 8 inches/1.15 = 7.0 inches of bituminous concrete that could be substituted for the base course. The equivalency factor for the subbase is 2.30, and 5.5 inches/2.30 = 2.4 inches of bituminous concrete that could be substituted for the subbase. The all-bituminous concrete pavement would be 1.5 + 7.0 + 2.4 = 10.9 inches or 11 inches thick. A filter course a minimum of 4 inches thick is required beneath the pavement. Subgrade preparation would be required to a depth of 1/2 x 70 - 15 = 20 inches. The required thickness of the pavement may also be determined from elastic modulus values for the pavement and subgrade. The procedure for obtaining the modulus values can be found in U.S. Army Engineer Waterways Experiment Station Technical Report No. 5-75-10. Figure 8-1 is used to obtain the pavement thickness when the modulus values have been obtained. For this example, a subgrade modulus, E_2, of 4,000 psi and a pavement modulus, E_1, of 200,000 psi will be used. The minimum pavement thickness is 7.5 inches. This thickness is substantially less than that determined using the equivalency values. A 4-inch thick filter course is required beneath this pavement, and the depth of subgrade preparation would be 24 inches.

d. Use of F2 soil. Use of the available F2 borrow material will allow reduced thicknesses of base and subbase and, if desired, could also be used to reduce the depth of preparation of the F4 subgrade. The reduced subgrade strength design method is used to determine the minimum thickness of pavement and base above the F2 soil which has a frost area soil support index of 6.5 (table 4-1). The design curve in EM 1110-3-131 yields a required thickness of pavement and base of 10 inches above the F2 soil. Therefore, the pavement structure could be composed of 1-1/2 inches of pavement, 5 inches of washed base course, 4.5 inches of subbase, and at least 7 inches of F2 soil above the subgrade to comply with the minimum of 17 inches of cover which was required over the F4 subgrade. The pavement structure outlined above would still require processing and preparation of the upper 18 inches of the F4 subgrade. This depth could be reduced by increasing the thickness of F2 soil. For example, if 12 inches of F2 soil was used, preparation to a depth of only 13 inches would be necessary in the F4 soil.

e. Use of local highway design criteria. Local state highway design criteria and standards may be used. If the state criteria are used, however, they must be completely adapted. Portions of the state criteria and portions of the Corps of Engineers criteria should not be mixed.



U.S. Army Corps of Engineers

FIGURE 8-1. DESIGN CURVES FOR ABC ROAD PAVEMENT